

Downtown|EaDo

LIVABLE CENTER STUDY

SAC 3

4/15/11

- Schedule and Progress
- Project Goals
- Vision
- Draft Specific Recommendations

Task 2: Conceptual Plan

		February			March				April			
		14	21	28	7	14	21	28	4	11	18	25
TASK 2: CONCEPTUAL PLAN												
Task 2.1	Prepare for workshop											
	Stakeholder Advisory Committee Meeting											
Task 2.2	Hold 2-day workshop											
Task 2.3	Summarize results											
	Stakeholder Advisory Committee Meeting											
	Task 2 Client Meeting											

Task 3: Recommendations and Final Design

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Project Goals

Overall Goal

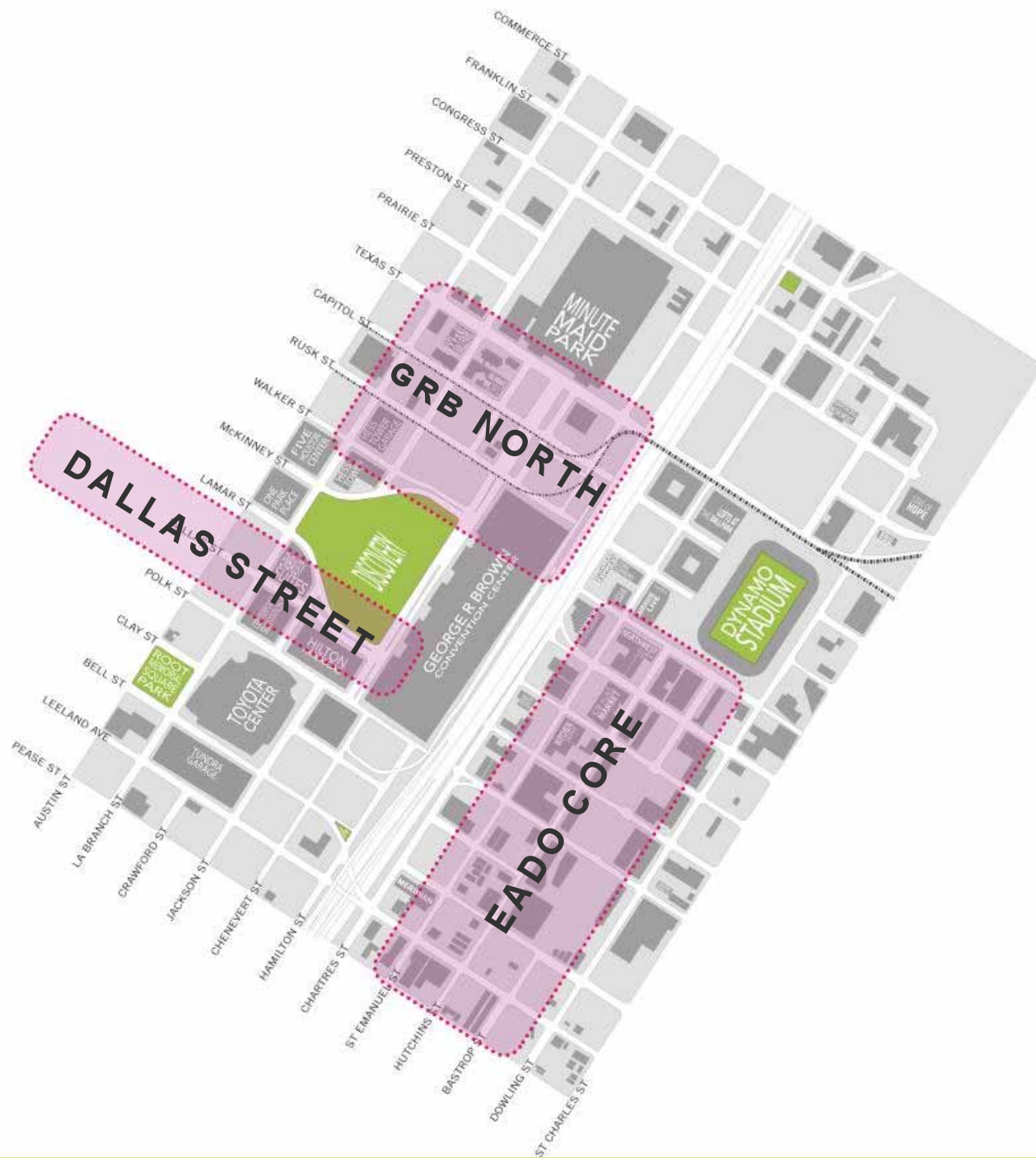
Livable Centers are walk-able, mixed-use places that provide multimodal transportation options, improve environmental quality and promote economic development.

Goals

1. **Access:** Improve access to and from the study area
2. **Connectivity:** Improve connectivity within the study area
3. **Integrated Transportation:** Create an integrated network of multimodal transportation opportunities
4. **District Character:** Maintain the character of two distinct districts: Downtown and EaDo
5. **Major Venues:** Provide amenities for visitors to major venues
6. **Visitor Experience:** Enhance the experience for regional visitors, out-of-town visitors, local residents and office users
7. **Street Life:** Create a vibrant street life that is not dependent on a connection to the downtown tunnel/skywalk system
8. **Mix of Uses:** Better balance land uses to create a 24/7 area



Vision





An active, pedestrian-friendly street lined with retail of all kinds leading to the core of the Downtown Retail District at Main Street

**DALLAS STREET
VISION**

A vibrant area of hotels, restaurants and residential serving convention attendees, sports fans, and residents.



**GRB NORTH
VISION**

An eclectic, edgy mix of restaurants,
nightlife, and residential.



EADO CORE
VISION

**Thousands of new
residents in and around
downtown**



**RESIDENTIAL
VISION**




Land Use Recommendations

L/U1

Modify city regulations and adopt incentives to encourage residential development in and immediately around Downtown.

Target city policy to increase residential development near Downtown



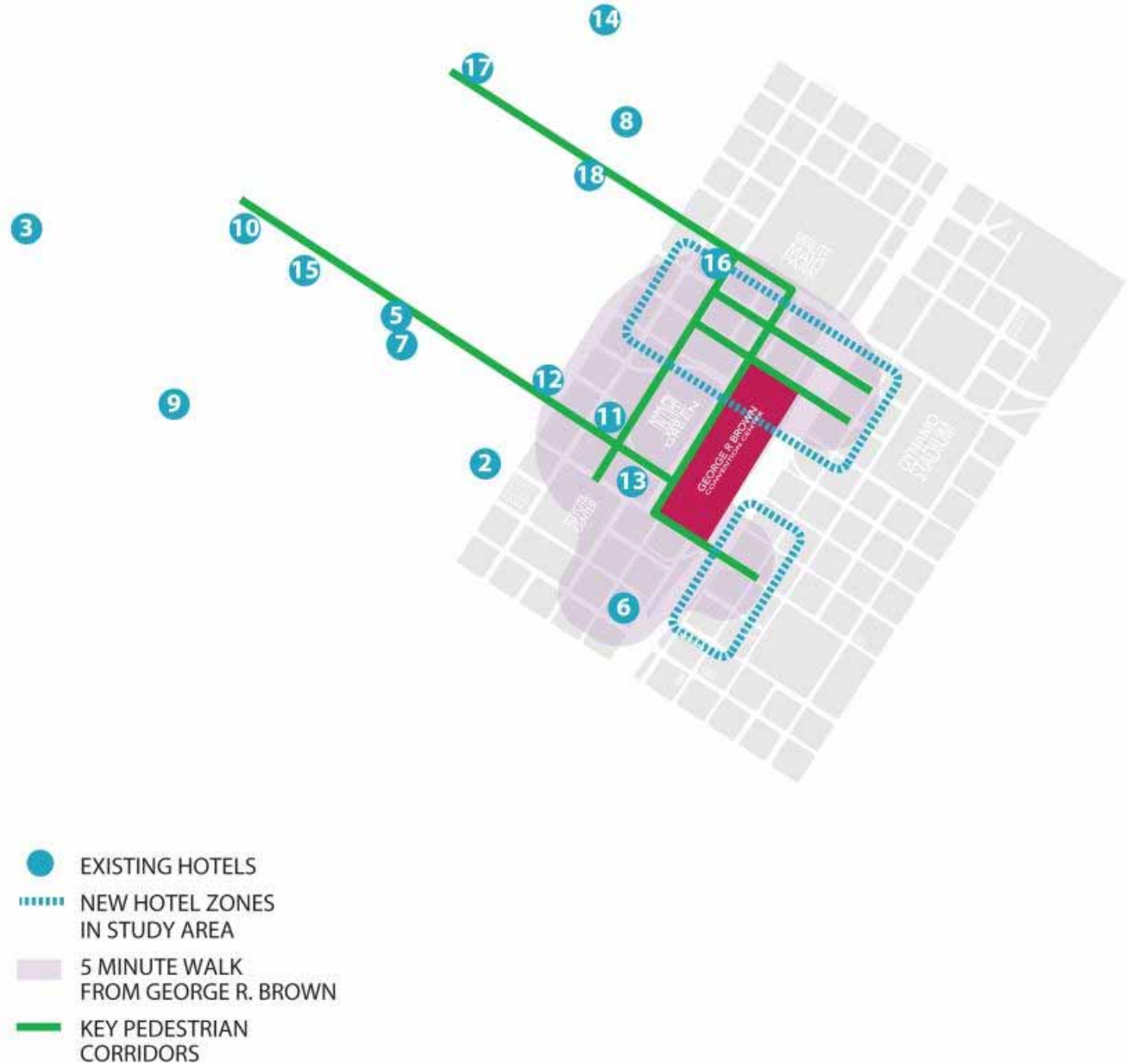
Complex	Units	Occ	Rent/sf	SF	Type
1 2222 Smith Street	152	96%	\$1.67	949	Midrise
2 Alexan Lofts	244	94%	\$1.35	1,006	Loft
3 Camden City Centre Ph I	379	96%	\$1.37	932	Garden
4 Camden Midtown	337	96%	\$1.53	844	Garden
5 Dakota Lofts	53	98%	\$1.55	1,523	Loft
6 Four Seasons Place	64	75%	\$6.31	992	Highrise
7 Hogg Palace Lofts	79	90%	\$1.25	1,771	Loft
8 Houston House	384	65%	\$1.50	669	Highrise
9 Humble Tower	82	95%	\$1.73	963	Highrise
10 Kirby Lofts Condo	65	95%	\$1.75	1,345	Garden
11 The Lofts at the Ballpark	375	96%	\$1.34	992	Loft
12 One Park Place	346	87%	\$2.42	1,402	Highrise
13 Post Midtown Square	302	93%	\$1.76	1,279	Midrise
14 Post Rice Lofts	308	95%	\$1.47	1,038	Highrise
Totals/Averages	3,409	90.79%	\$1.61	1,122	

- STUDY BOUNDARY
- CLASS A APARTMENTS
- 77002
- 77003
- 77010

L/U2

Locate hotels as required to support George R. Brown events northwest and southeast of the convention center.

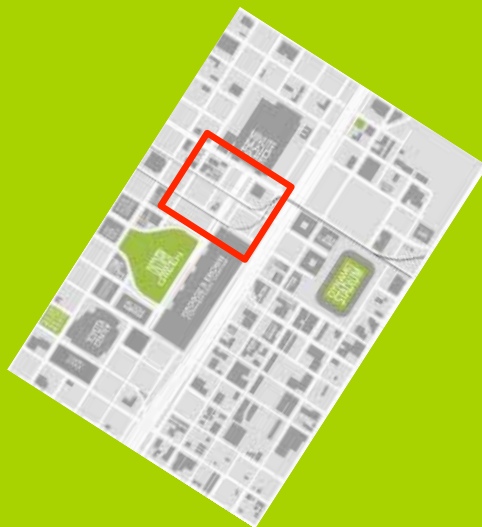
Identify potential land for hotels near GRB



L/U3

Enact a city ordinance to require ground floor active uses with transparent facades on streets connecting the Downtown retail core, Discovery Green, Hilton Americas, Gorge R. Brown Convention Center, and EaDo.

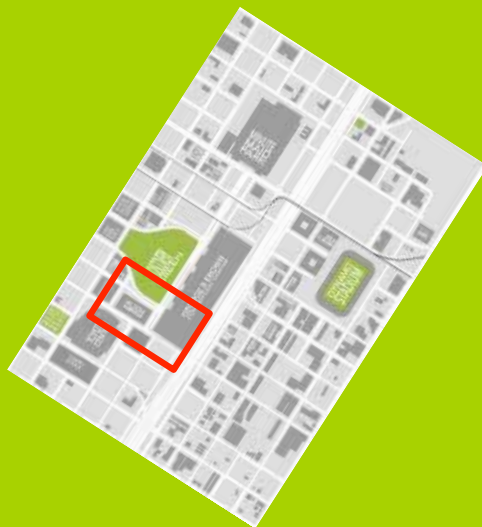
Policies to require active ground floors on Capitol, Rusk, Crawford and Avenida de Las Americas in Downtown



L/U4

Enact a city ordinance to require ground floor active uses with transparent facades on streets connecting the Downtown retail core, Discovery Green, Hilton Americas, Gorge R. Brown Convention Center, and EaDo.

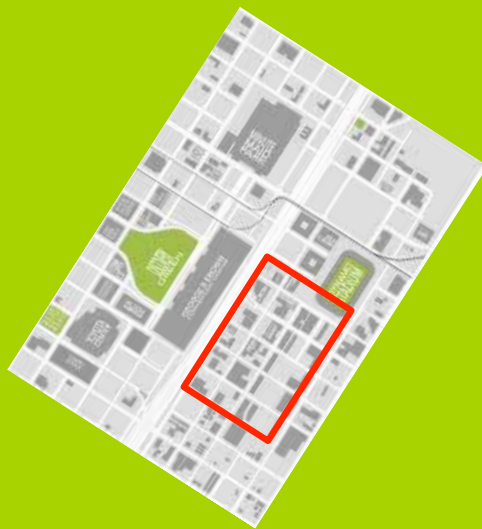
Policies to require active ground floors on Polk and Dallas in Downtown



L/U5

Enact a city ordinance to require ground floor active uses with transparent facades on primary streets to create a “Main Street” for EaDo.

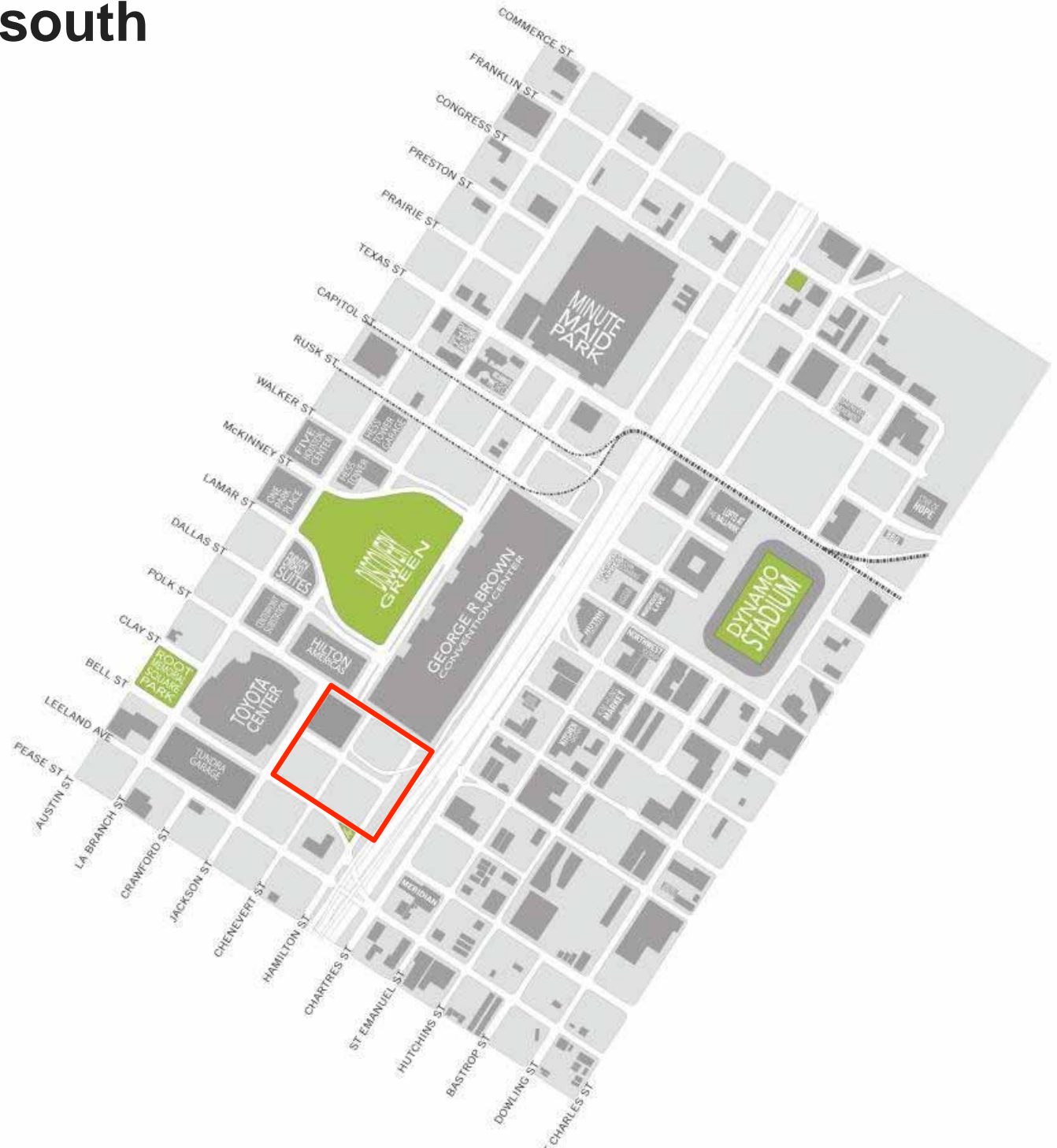
Policies to require active ground floors on St Emanuel, Polk, Capitol and Rusk in EaDo



L/U6

Reserve land south of the George R. Brown for future expansion when that expansion is justified.

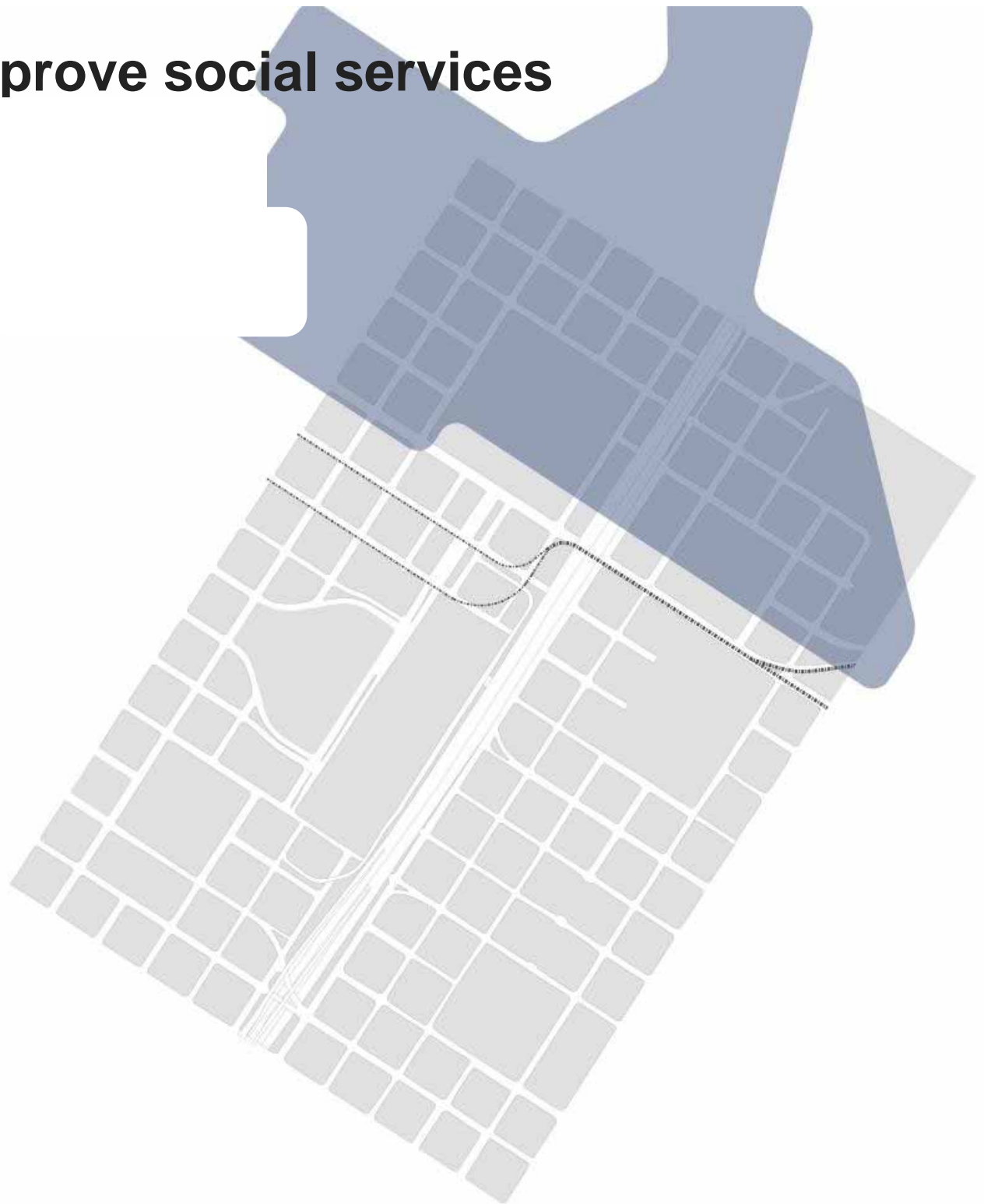
Expand the George R. Brown to the south



L/U7

Implement comprehensive city policy on homelessness to coordinate social services and make them more effective at serving needy populations. Require that all social service providers have sufficient space on their property to accommodate the people they are serving, and regulate feeding in public parks.

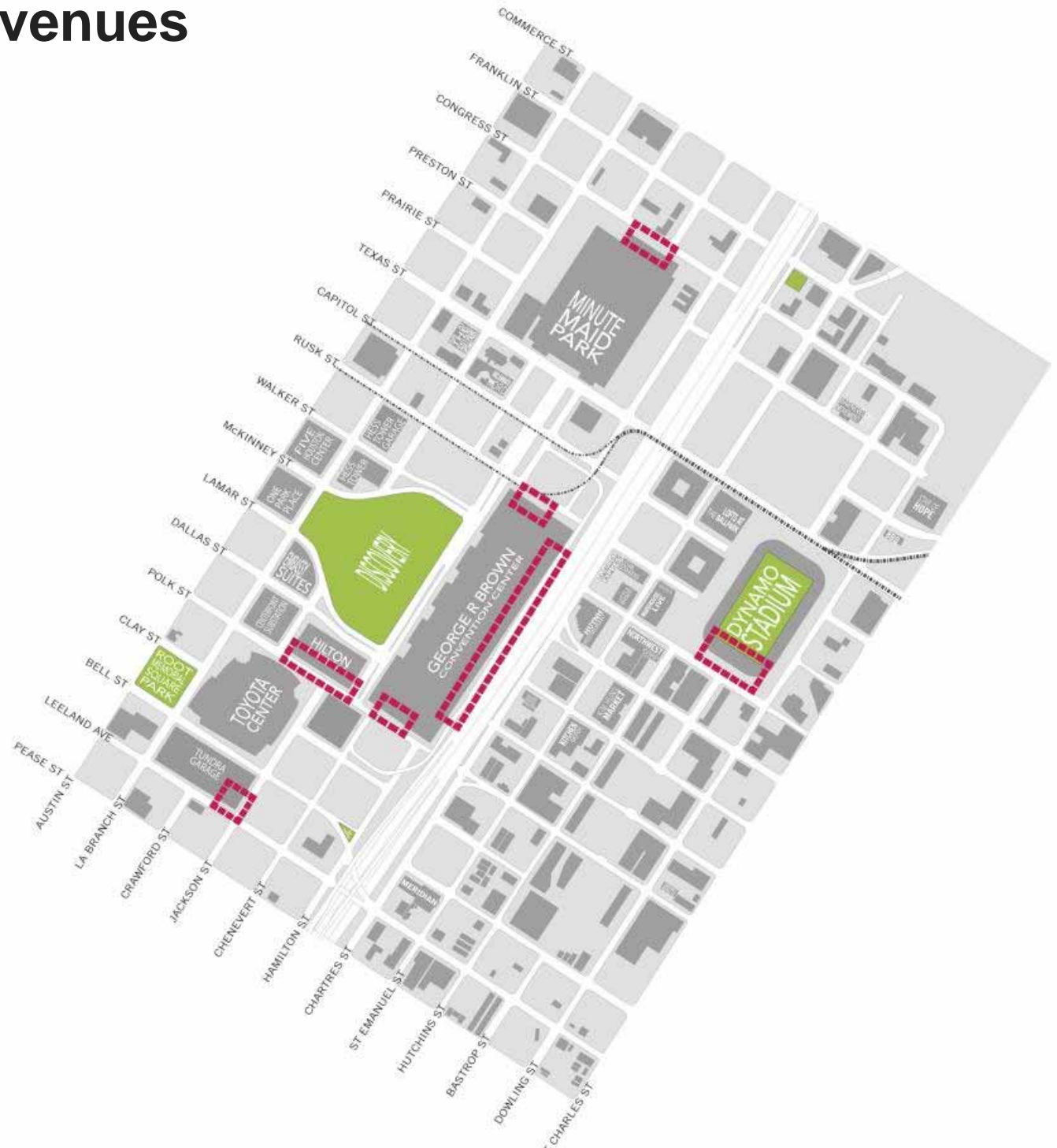
Improve social services



L/U8

Preserve loading access to loading docks at major venues and designate truck access routes.

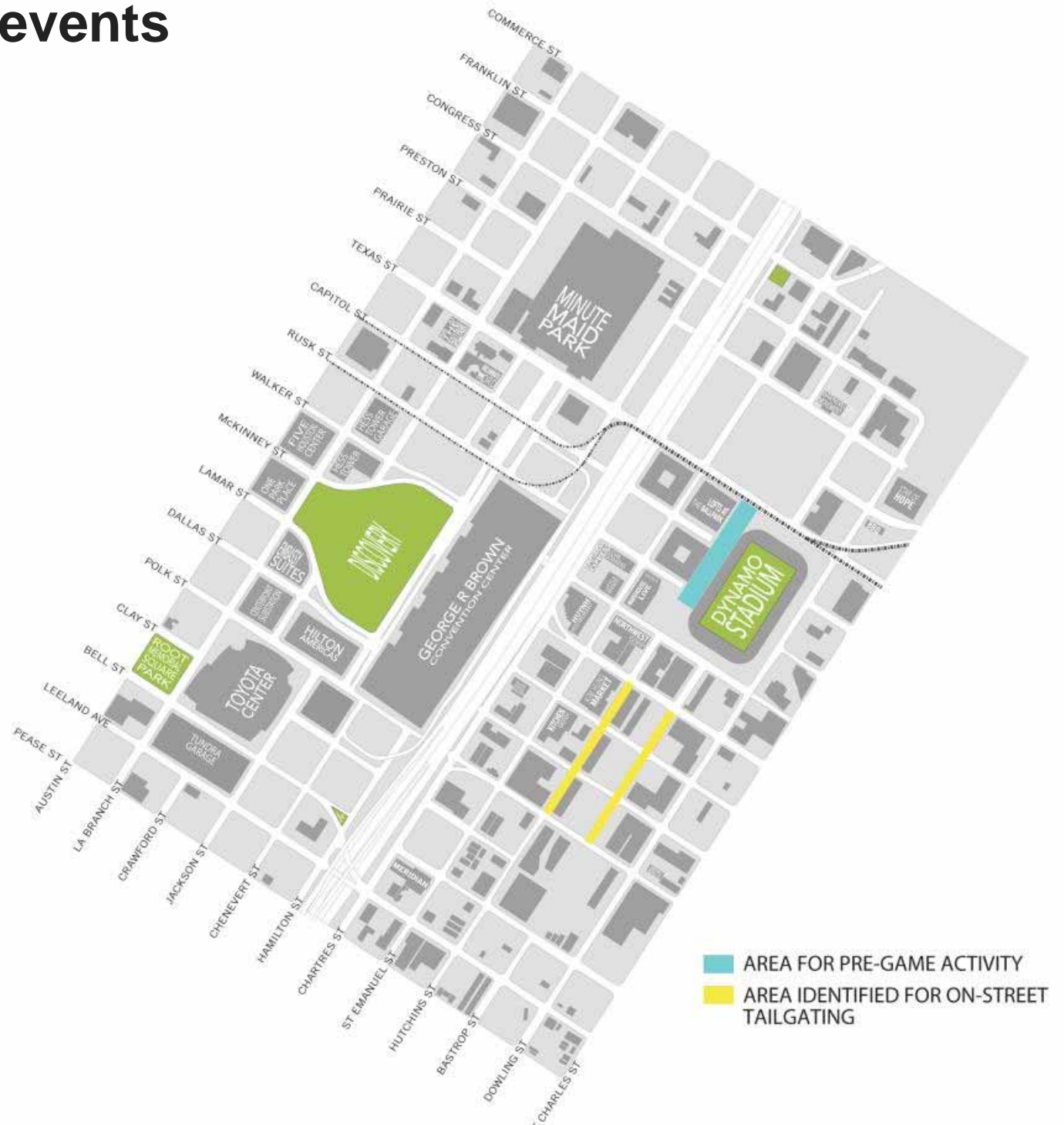
Ensure loading access zones for major venues



L/U9

Support events at the Dynamo stadium by designating space for pregame gatherings, tailgates, and RV parking.

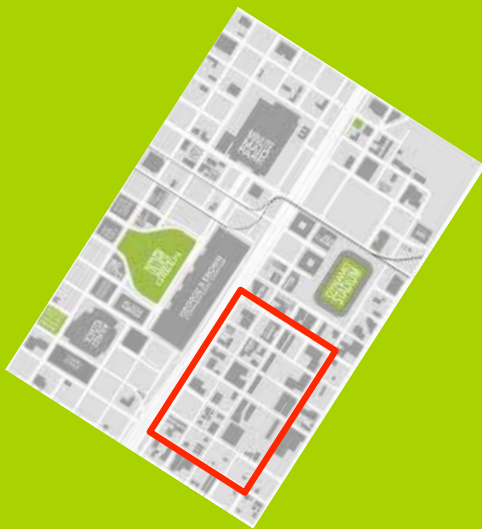
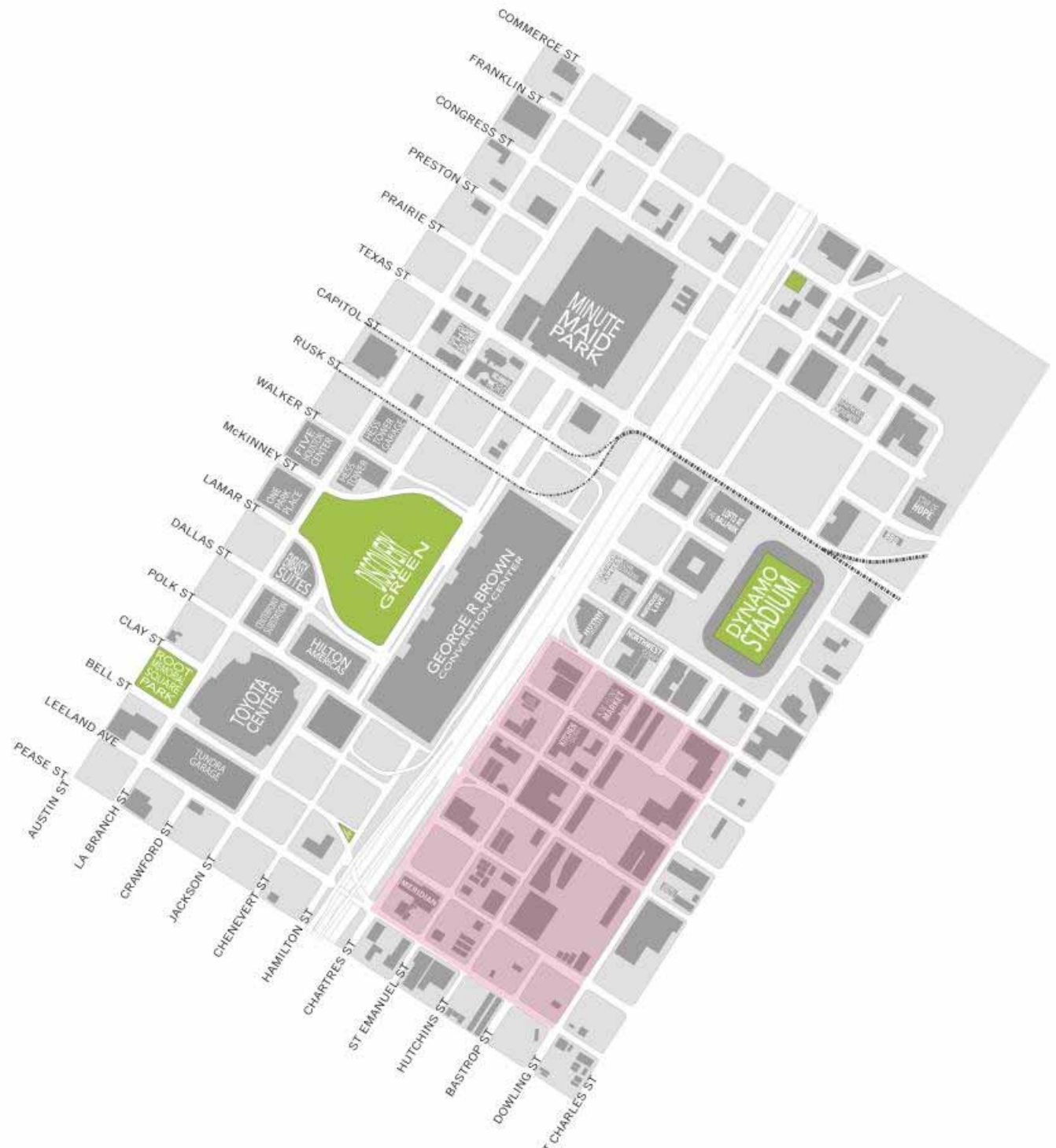
Designate public space for Dynamo events

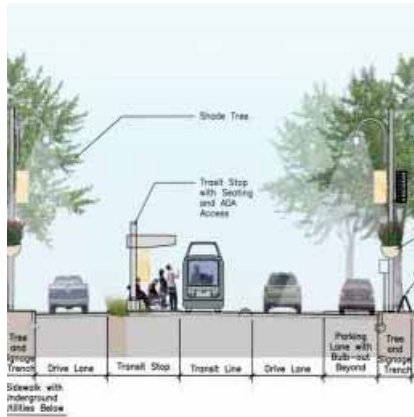


L/U10

Upgrade underground utilities in EaDo to City of Houston standards and criteria.

Upgrade underground utilities in EaDo





Pedestrian Recommendations

- Pedestrian improvements on key streets spreads to adjacent streets



**PEDESTRIAN
VISION**



1. Wayfinding and Identity Program
2. Improve the ped crossing across Chartres and under 59 at Texas, Capitol and Rusk
3. Improve the ped crossing across Chartres and under 59 at Polk
4. Pedestrian improvements on Capitol from Hamilton to St Emanuel
5. Pedestrian improvements on Rusk from Hamilton to St Emanuel
6. Pedestrian improvements on Crawford from Commerce to McKinney and Lamar to Polk
7. Pedestrian improvements on Dallas from Main to Avenida de las Americas
8. Create a ped plaza on Avenida de Las Americas from Rusk to Polk
9. Rebuild Polk from Avenida de Las Americas to Dowling
10. Rebuild St Emanuel from Commerce to Leeland
11. Minimum ped standards across entire study area
12. Ped realm design standards
13. Pedestrian Promenade
14. Create north-south linear park / ped circulation on Hutchins ROW

P1

Provide a coherent, comprehensive wayfinding program in EaDo to guide pedestrians to their destinations. Use wayfinding and gateway elements to strengthen the identity of EaDo.

Wayfinding and Identity program



P2

Add lighting and architectural features to underpasses between Downtown and Eado on Texas, Capitol and Rusk to make them more welcoming to pedestrians. Add pedestrian safety features at crosswalks on Chartres.

Improve the pedestrian crossing across Chartres and under 59 at Texas, Capitol, and Rusk



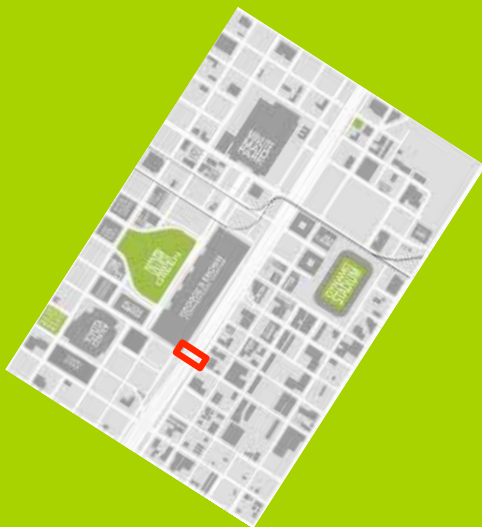
Louisville Waterfront Park
Louisville, Kentucky



Theater Auditorium Poitiers
Poitiers, France

P3

Add lighting and architectural features to the underpass between Downtown and Eado on Polk to make it more welcoming to pedestrians and extend the identity of the George R. Brown across the freeway. Add safety features to the crosswalk at Chartres.



Improve the pedestrian crossing across Chartres and under 59 at Polk



Bikeway Belem
along River Tagus in Lisbon Portugal



Hand to Hand
Madrid, Spain



A8erma
Zaanstad, the Netherlands

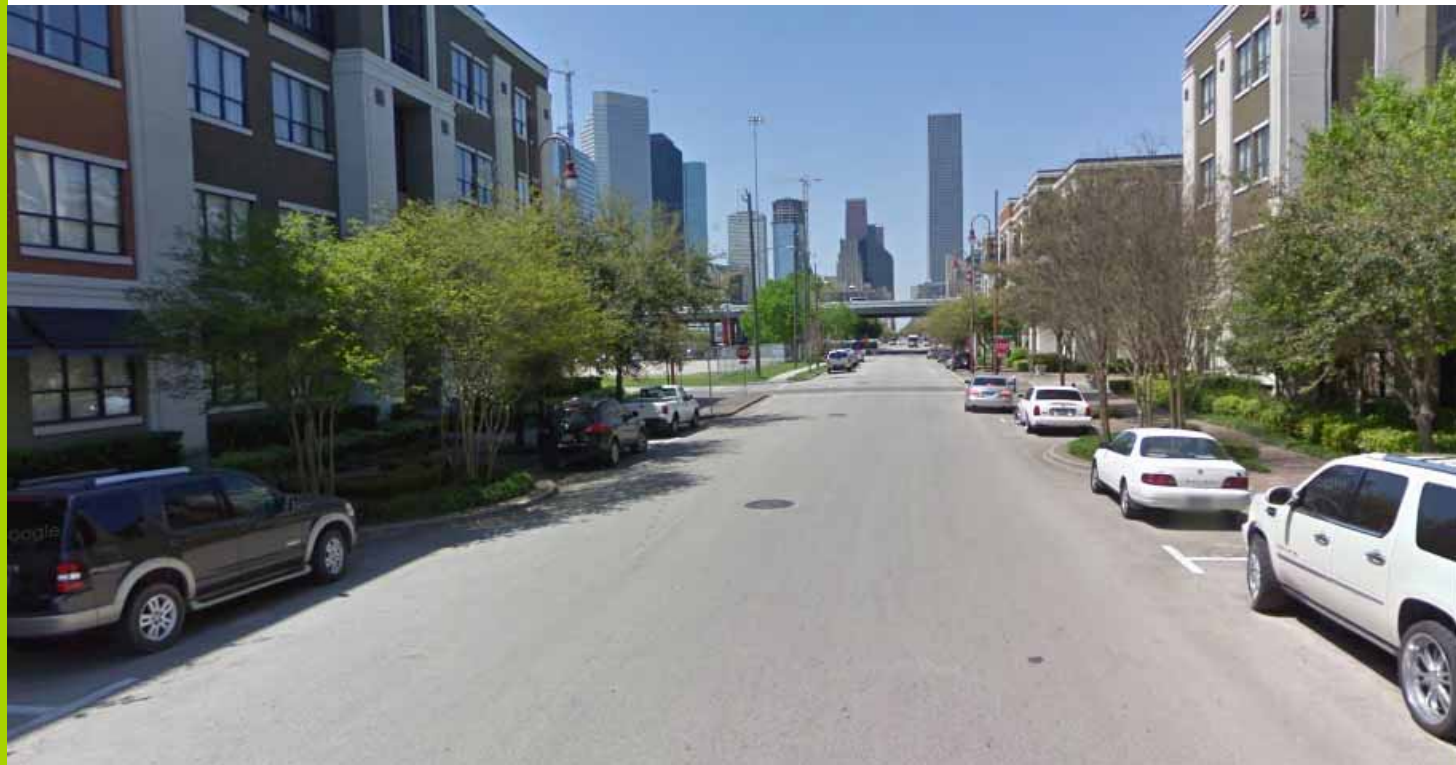
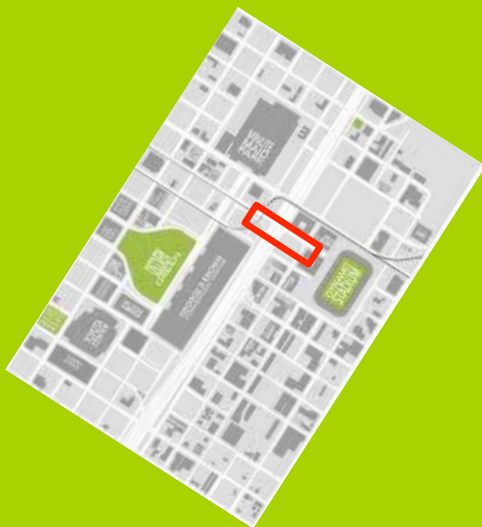


Lot with A Little Totem Park
Melbourne, Australia

P4

Pedestrian Improvements on Capitol from Hamilton to St. Emanuel

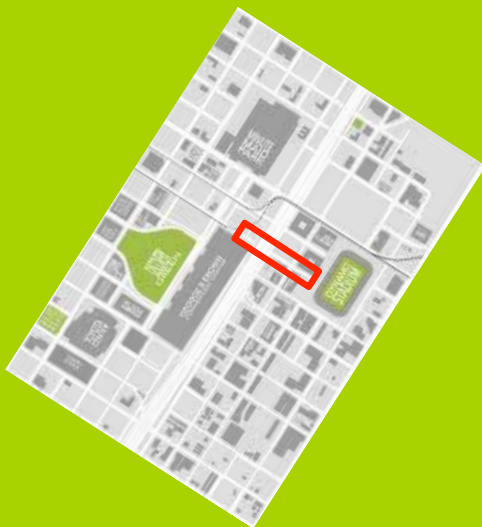
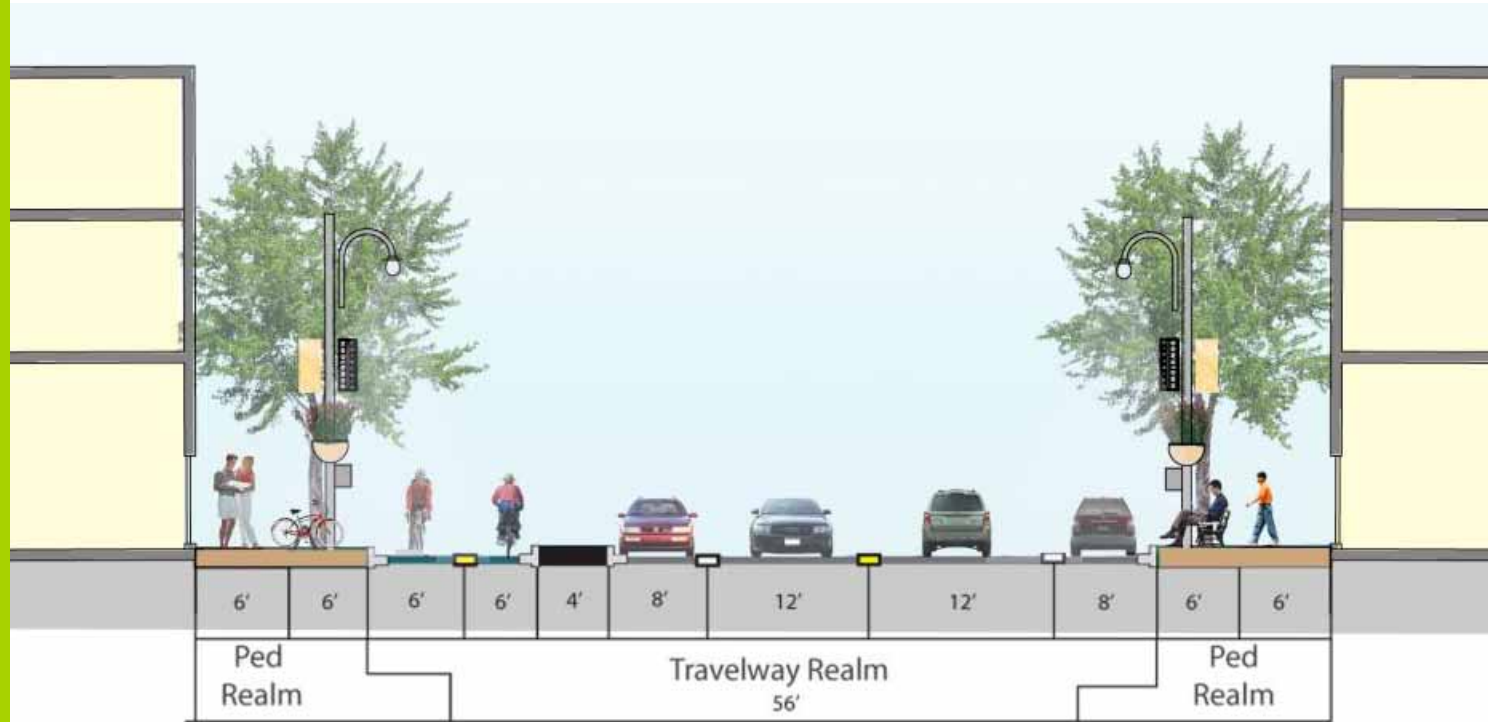
Upgrade all sidewalks on Capitol from Downtown to the Dynamo Stadium to match the improvements already in place at Lofts at the Ballpark.



P5

Pedestrian Improvements on Rusk from Hamilton to St. Emanuel

Upgrade all sidewalks on Rusk from Downtown to the Dynamo Stadium to match the improvements already in place at Lofts at the Ballpark.

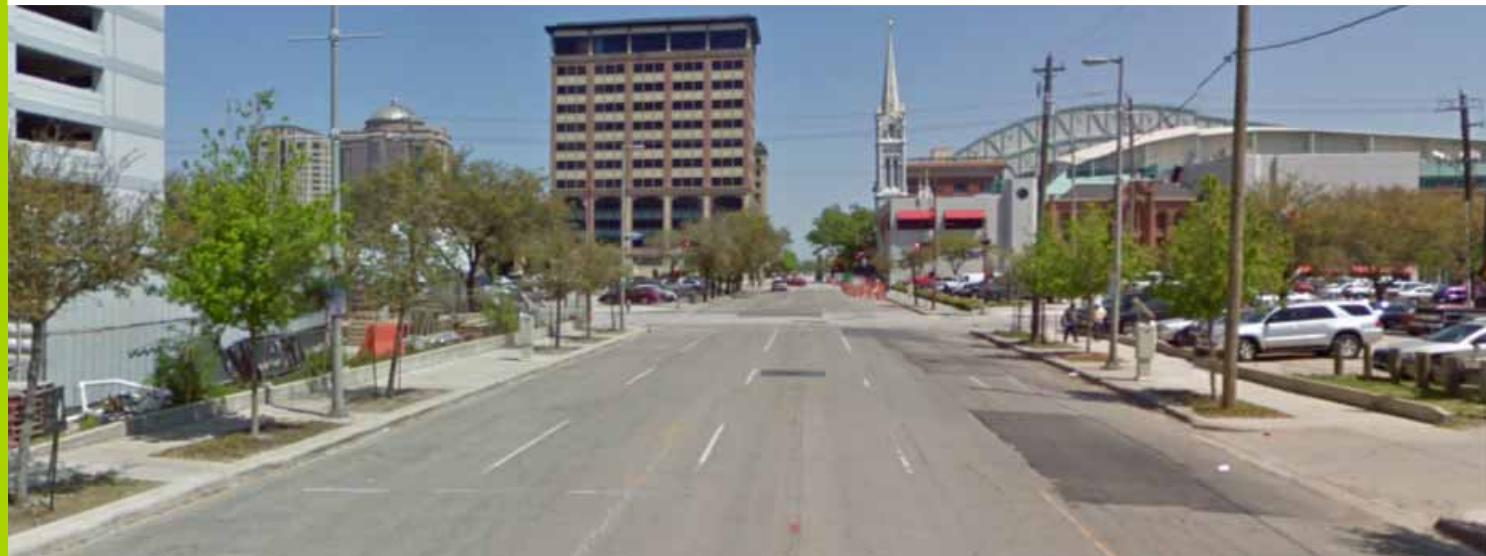
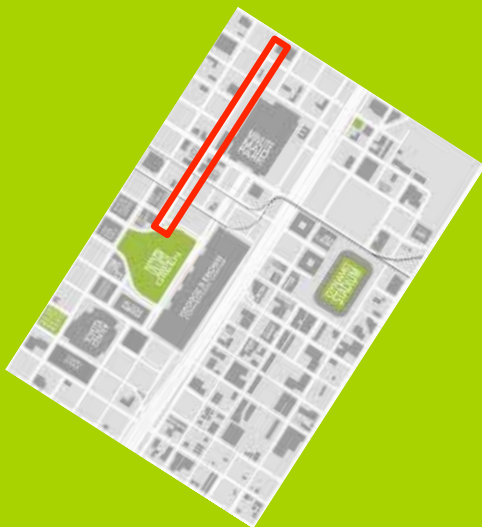
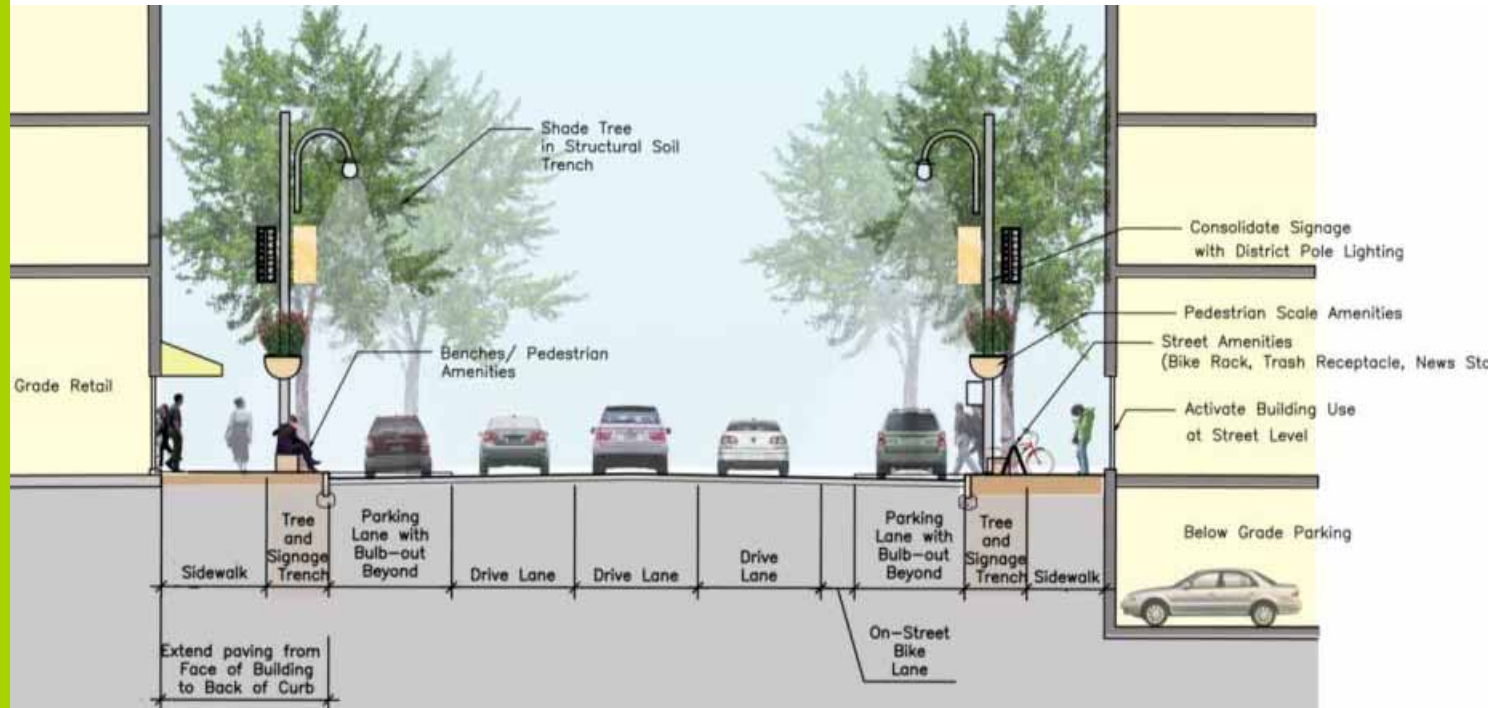


P6

Improve the pedestrian experience on Crawford by:

- Adding on-street parking and bulb-outs
- Extending the sidewalk to face-of-building and back-of-curb to provide areas for on-street activity
- Consolidating entry drives and infilling with street trees

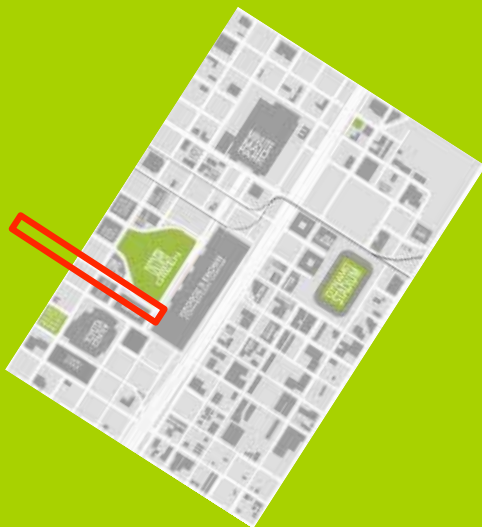
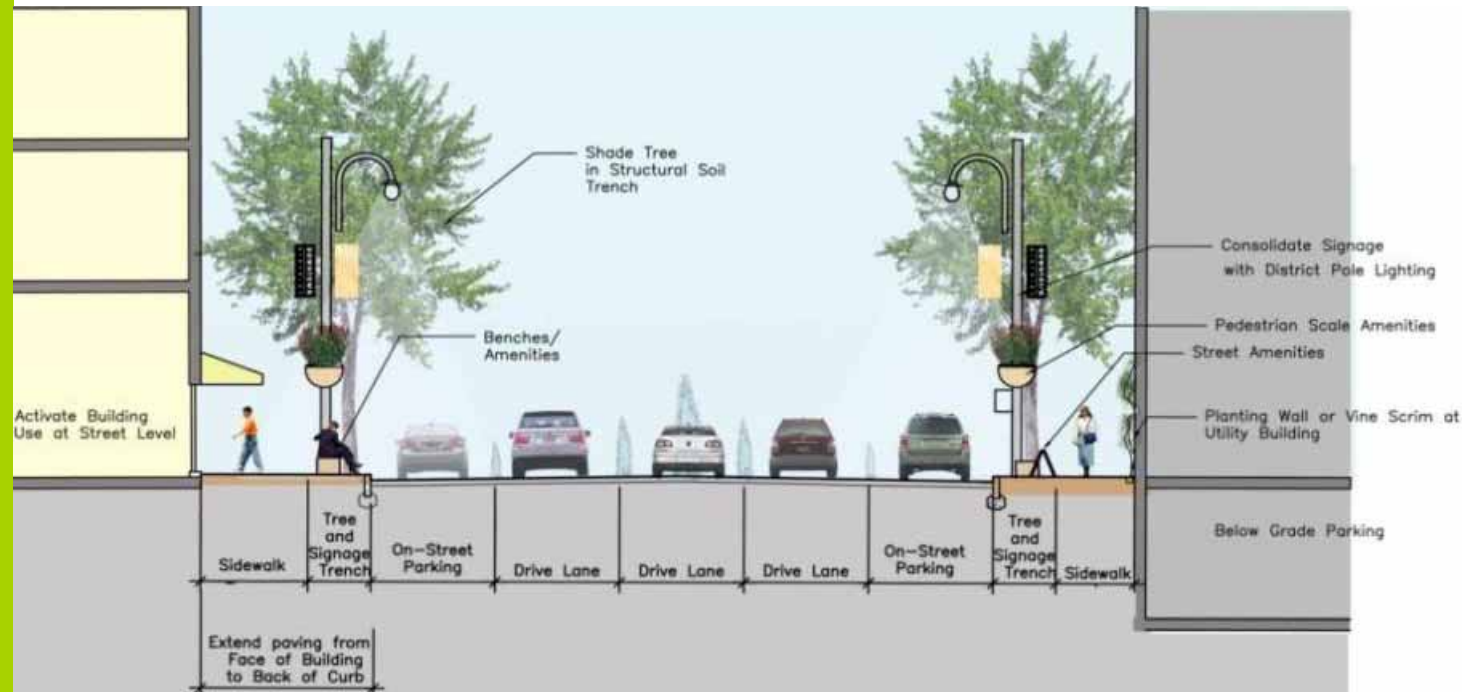
Pedestrian Improvements on Crawford from Commerce to McKinney and Lamar to Polk



P7

Pedestrian Improvements on Dallas from Main to Avenida de las Americas

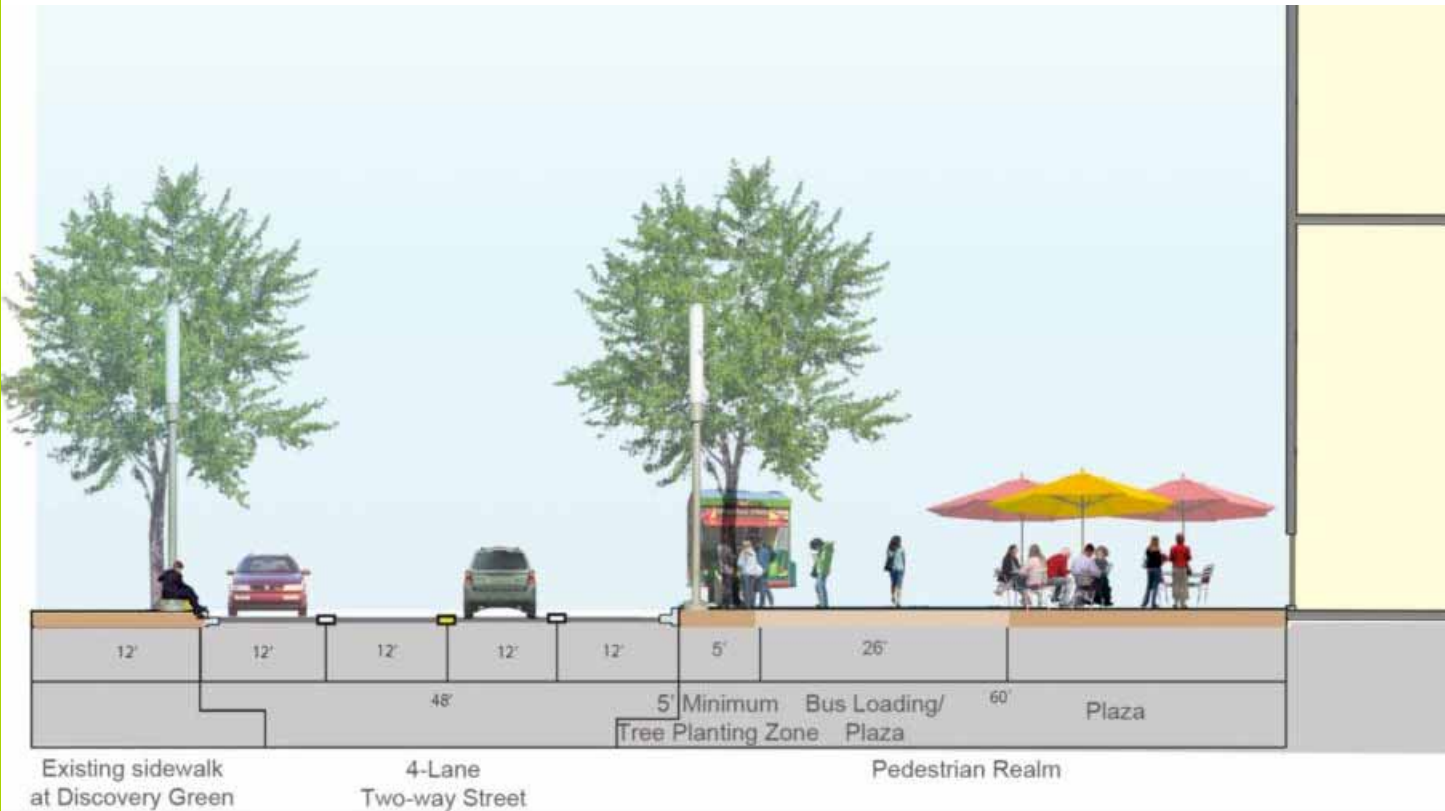
Follow recommendations in Downtown Retail Core Study to widen and improve sidewalks on Dallas by removing a lane, moving the cab stand, and adding street trees.



P8

Create a wide pedestrian plaza on Avenida de Las Americas in front of the George R. Brown by reducing traffic lanes. Link the plaza to Polk through improvements to the Polk/ Avenida de Las Americas intersection. Program plaza with activities that support adjacent land usage.

Create a pedestrian plaza on Avenida de Las Americas from Rusk to Polk



8 Create a pedestrian plaza on Avenida de Las Americas from Rusk to Polk

Reconfigured ADLA

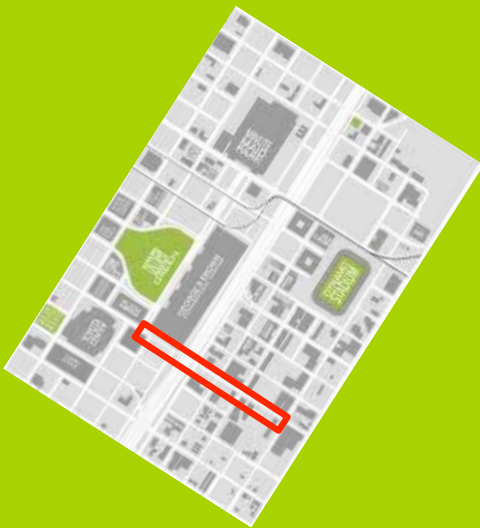
60' District Plaza:

- 5' Street Tree Zone
- 12' Off-street Bike Lane
- 26' Bus loading Zone
- Flexible Plaza space
- Civic Fountains
- Public Art
- Lighting
- Bike amenities
- Seating
- Lighting
- Street Trees
- Tree Bosque



P9

Rebuild Polk Street from Avenida de Las Americas to Dowling and reconfigure intersections to provide essential vehicular traffic connection between HDMD and EaDo districts and to improve the pedestrian realm.



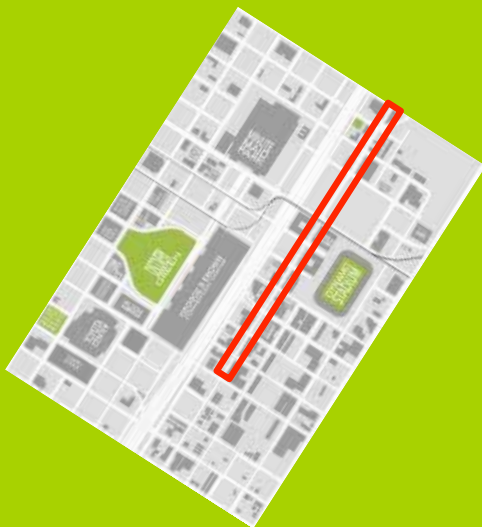
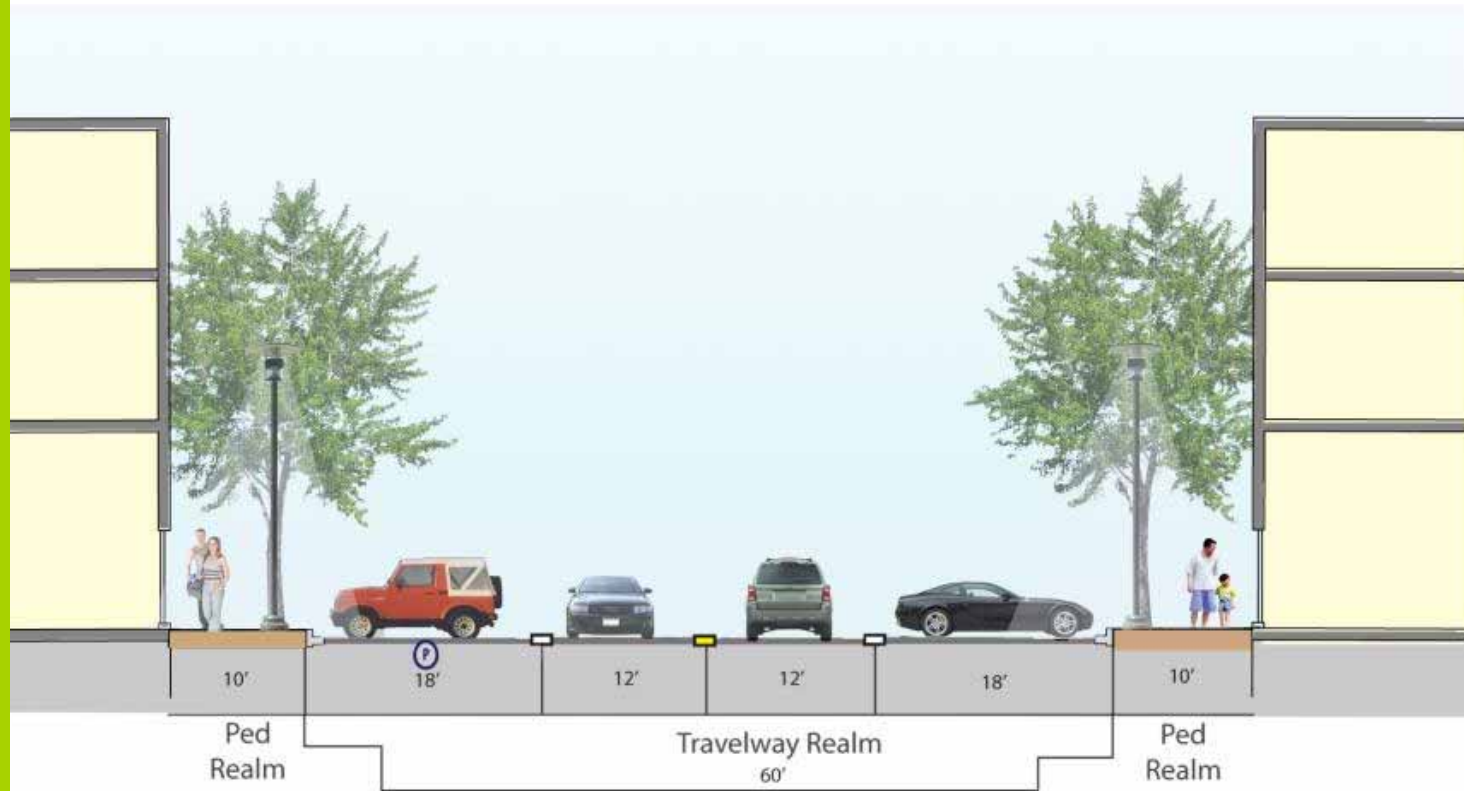
Rebuild Polk from Avenida de Las Americas to Dowling



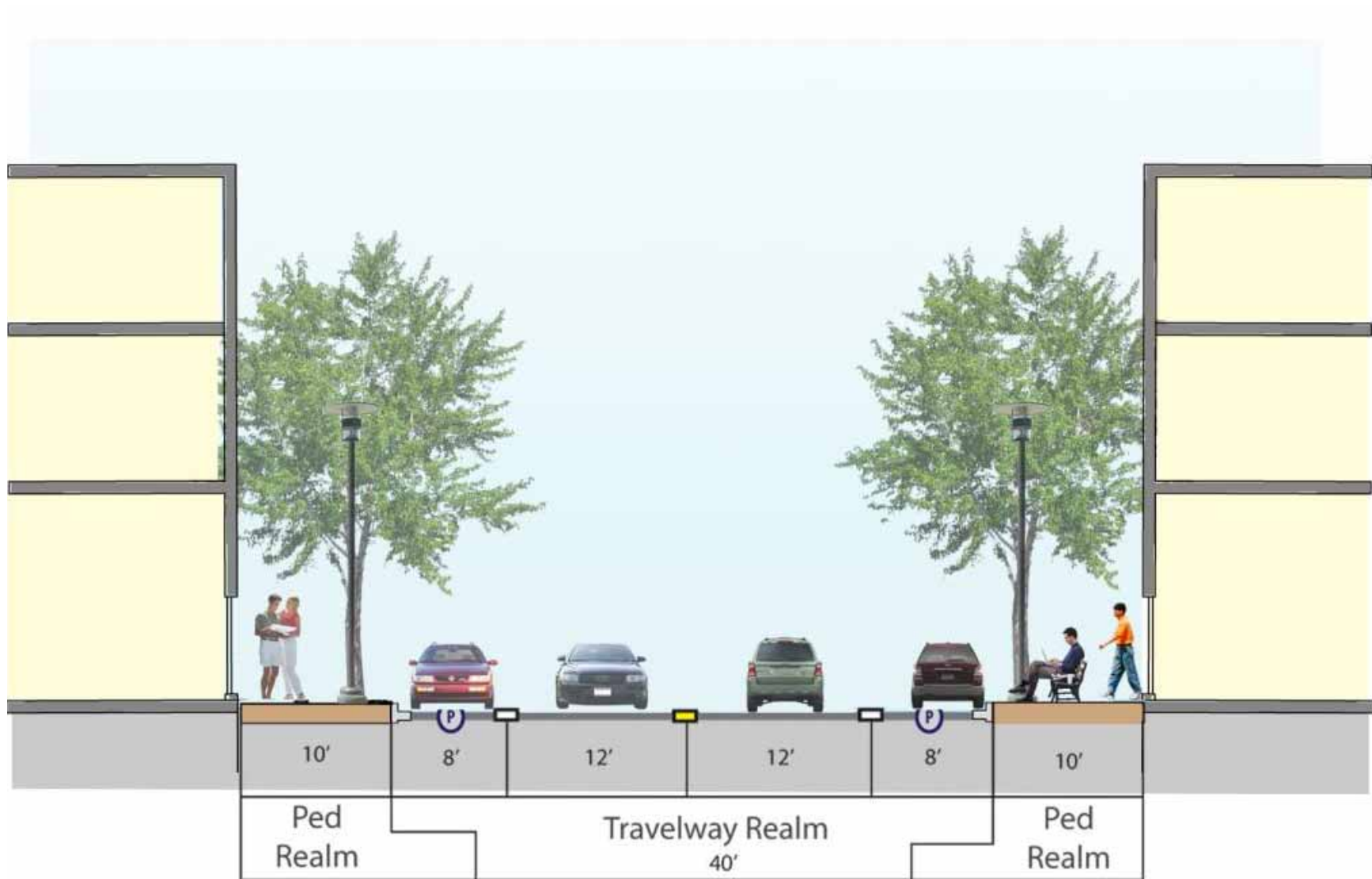
P10

Rebuild St Emanuel Street from Commerce to Leland Street to promote increased pedestrian traffic and provide for a 'Main Street' context sensitive solution.

Rebuild St Emanuel from Commerce to Leeland



10 Rebuild St Emanuel from Commerce to Leeland



P11

Provide city standard sidewalks, ADA ramps, and lighting across the entire study area.

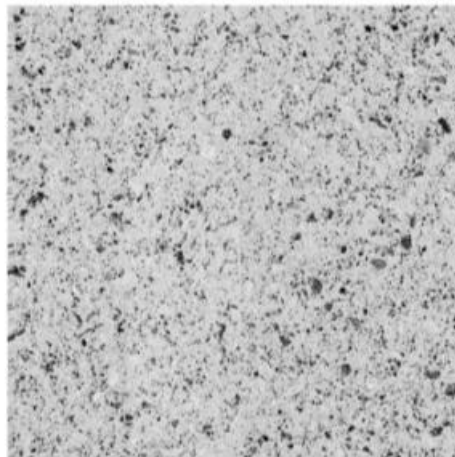
Minimum pedestrian standards across the entire study area



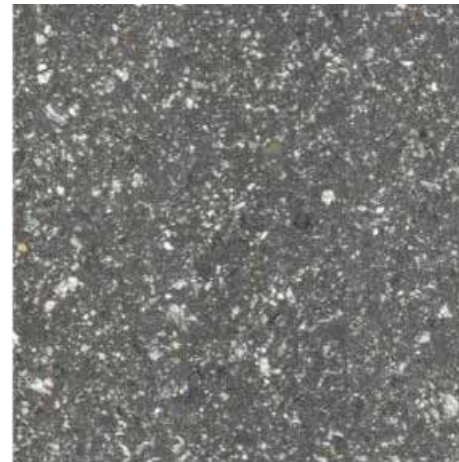
P12

Pedestrian Realm Design Standards

Create a set of pedestrian realm design standards for EaDo, using materials, patterns, and street furniture to improve the pedestrian experience and build neighborhood identity.



8x8" Precast Concrete Paver



Elastomeric Paint

12 Pedestrian Realm Design Standards



Trash Receptacle



Newspaper Kiosk



Stainless Steel Bollard



Bench

It is important to choose an appropriate palette of materials to build great public spaces.

Paving systems should support pedestrian accessibility, transit movements and be durable and easy to maintain.

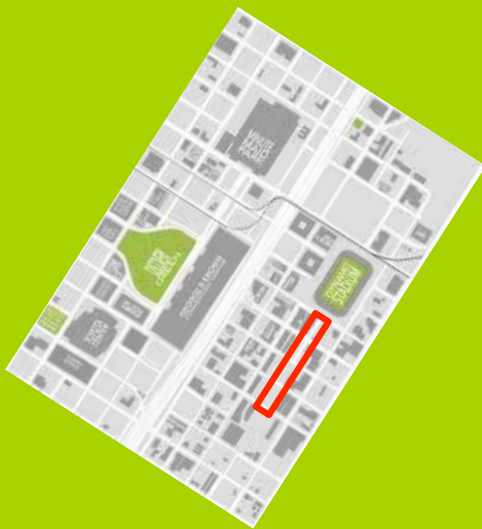
Paving systems must endure long term use and work with on-going construction projects within the district.

The pedestrian realm should be supported with dynamic elements that support daily activity and reinforce district identity

P13

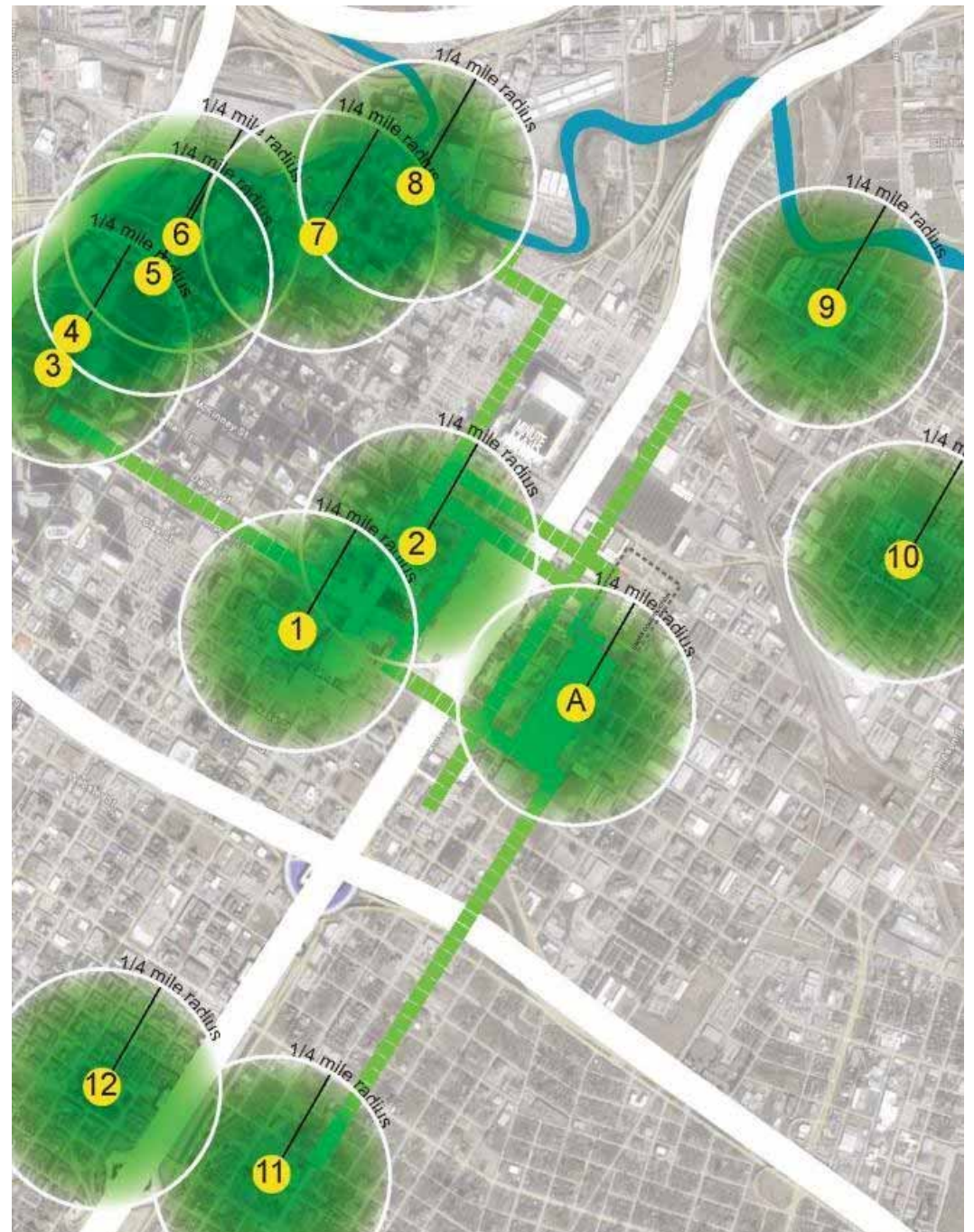
Build a promenade with walkways, gathering spaces, and natural plantings in the Bastrop right of way from Walker to Polk. Program events and activities. Encourage the development of residential on both sides.

Pedestrian Promenade



P13 Pedestrian Promenade

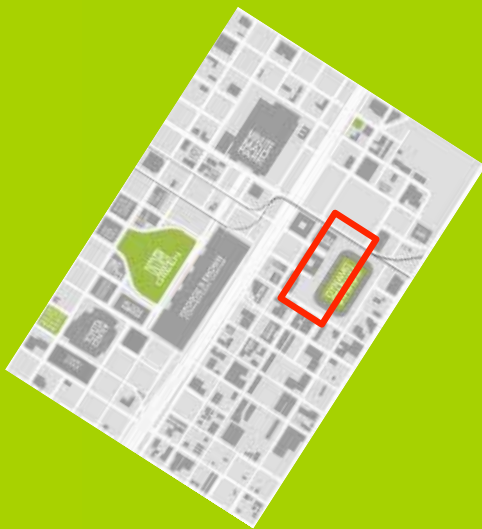
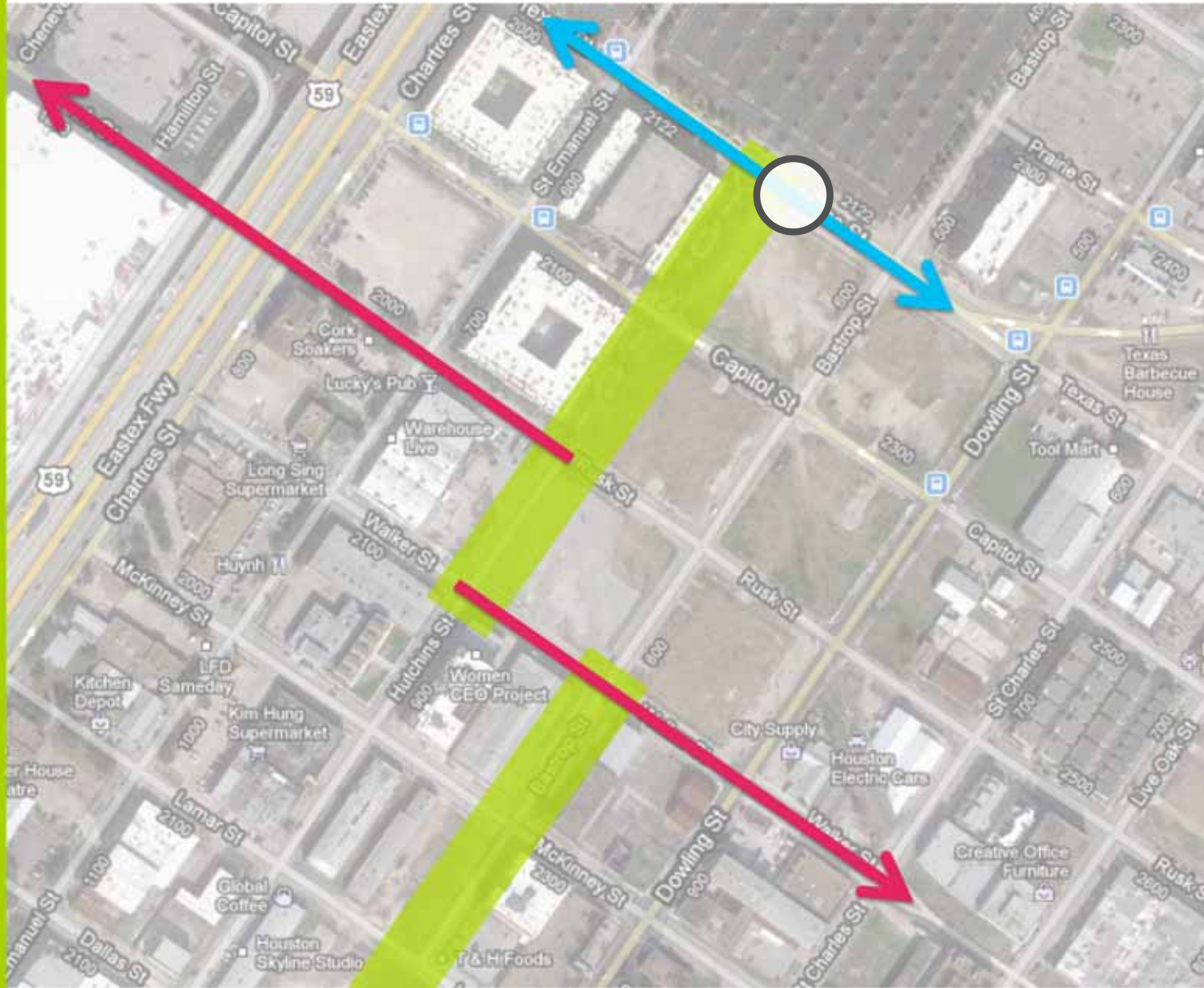
The Promenade fills a critical need for park space and program in EaDO



P14

Build a three-block linear park in the former Hutchins right of way from Walker to Texas, providing space for pregame events and linking residents and businesses south of the stadium to Downtown and the light rail line.

Create a north-south linear park / pedestrian / bike circulation on Hutchins ROW



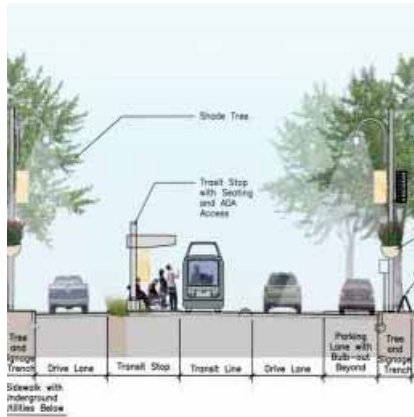
P14 Create a north-south linear park / pedestrian / bike circulation on Hutchins ROW

The Hutchins ROW is a key link through the EaDo District for pedestrians and cyclists.

The new Hutchins Park provides:

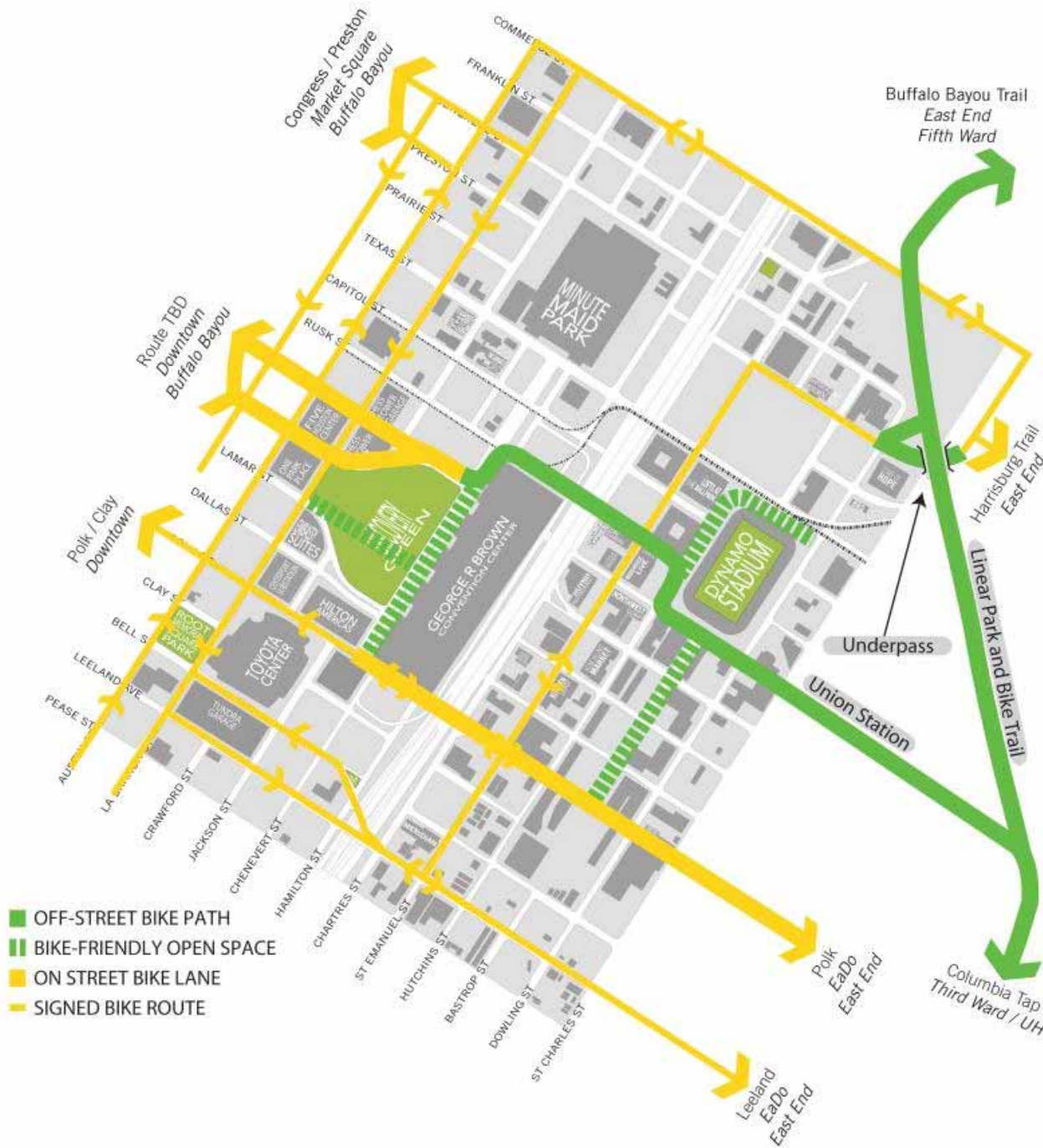
- Flexible plaza and event space
- A neighborhood park for adjacent and surrounding residential uses
- Opportunity to close the drop-off area (between Rusk and Capitol Streets) increasing plaza capacity during event times
- Improvements to vehicular movements through the District during non-event times
- Improved connection for cyclists linking Columbia Tap Trail and the Greater East End to Discovery Green
- Improved north-south pedestrian connection for better access to the future Texas/ Bastrop Light Rail Stop





Bike Recommendations

Connections to city-wide bike trails and network of onstreet bike lanes through the study area





1. Wayfinding and Identity program
2. Modify designated bike network
3. Separated on-street bike lane pilot project
4. Study major east-west bike route across Downtown
5. Connect Columbia Tap to Buffalo Bayou
6. Provide ped / bike linkage to East End by reopening Preston underpass
7. Rotate stop signs on Columbia Tap
8. Provide bike racks at transit stations and destinations

B1

Provide a coherent, comprehensive wayfinding program in EaDo to guide bicyclists to their destinations. Use wayfinding and gateway elements to strengthen the identity of EaDo.

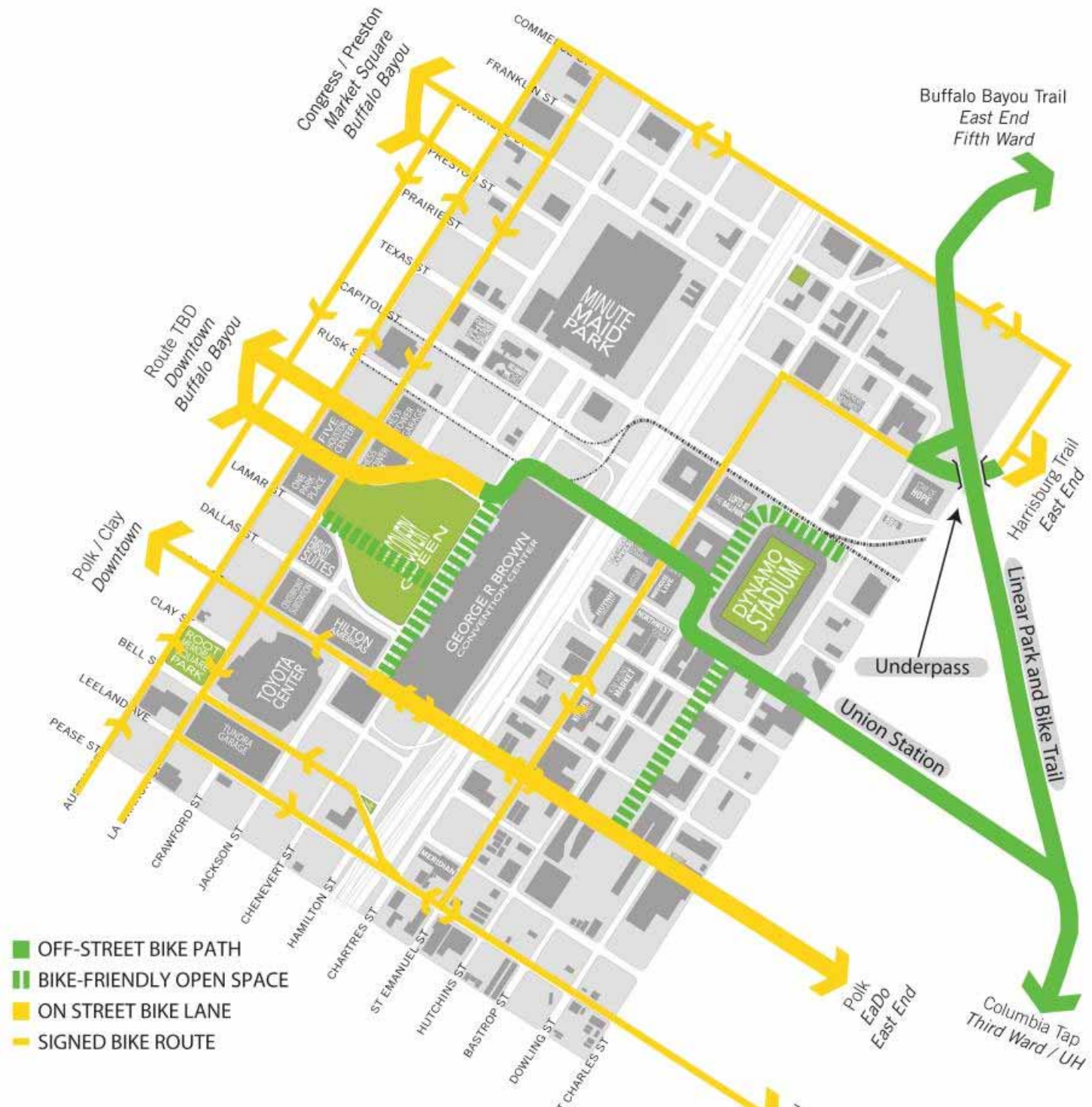
Wayfinding and Identity program



B2

Modify the City of Houston's designated bike network to provide efficient and safe connectivity through the study area.

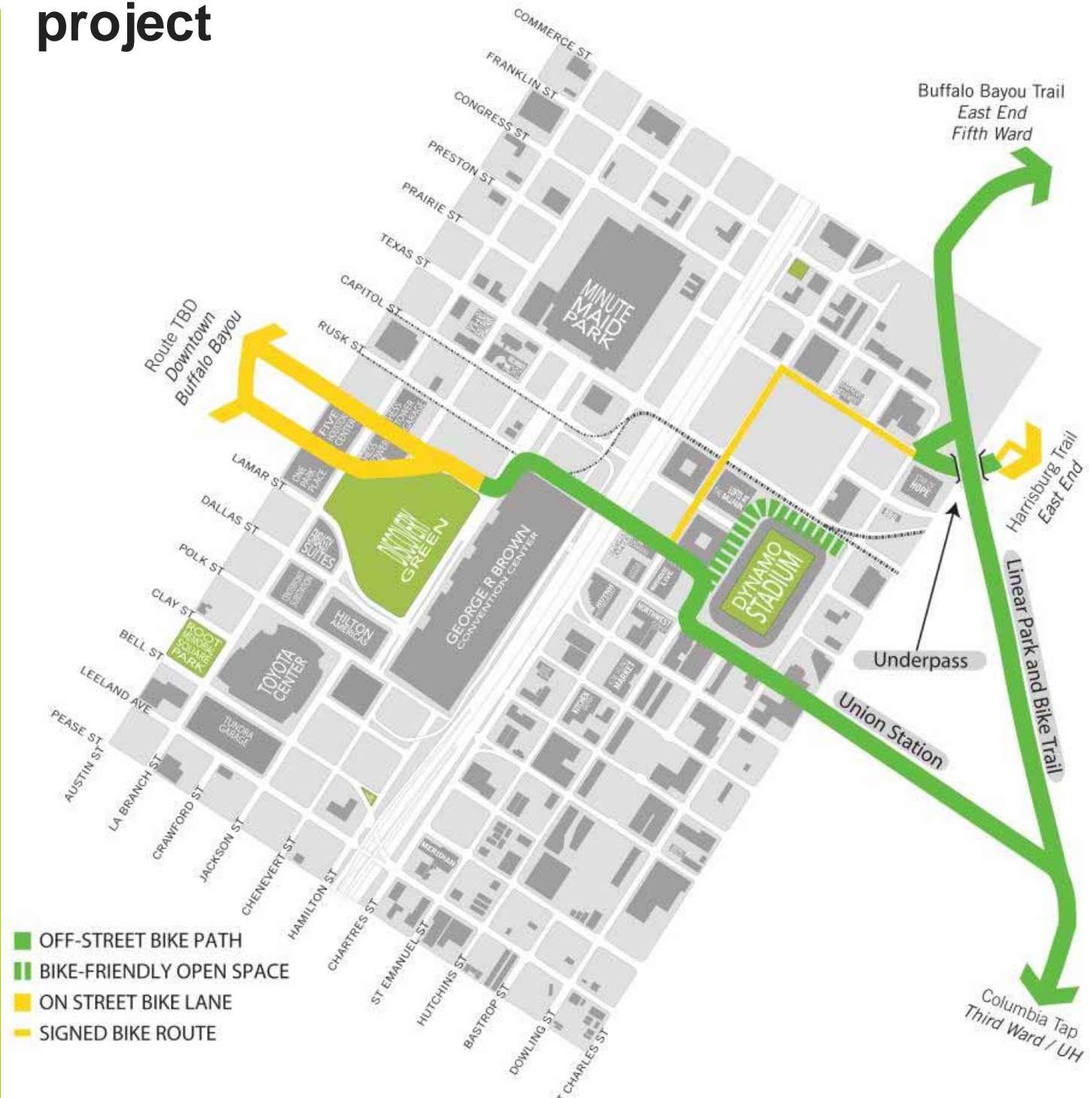
Modify designated bike network



B3

Build Houston's first separated on-street bike lane, extending the Columbia Tap trail to Discovery Green.

Separated on-street bike lane pilot project



B3 Separated on-street bike lane pilot project



B3 Separated on-street bike lane pilot project

Discovery Green to Rusk



B3 Separated on-street bike lane pilot project



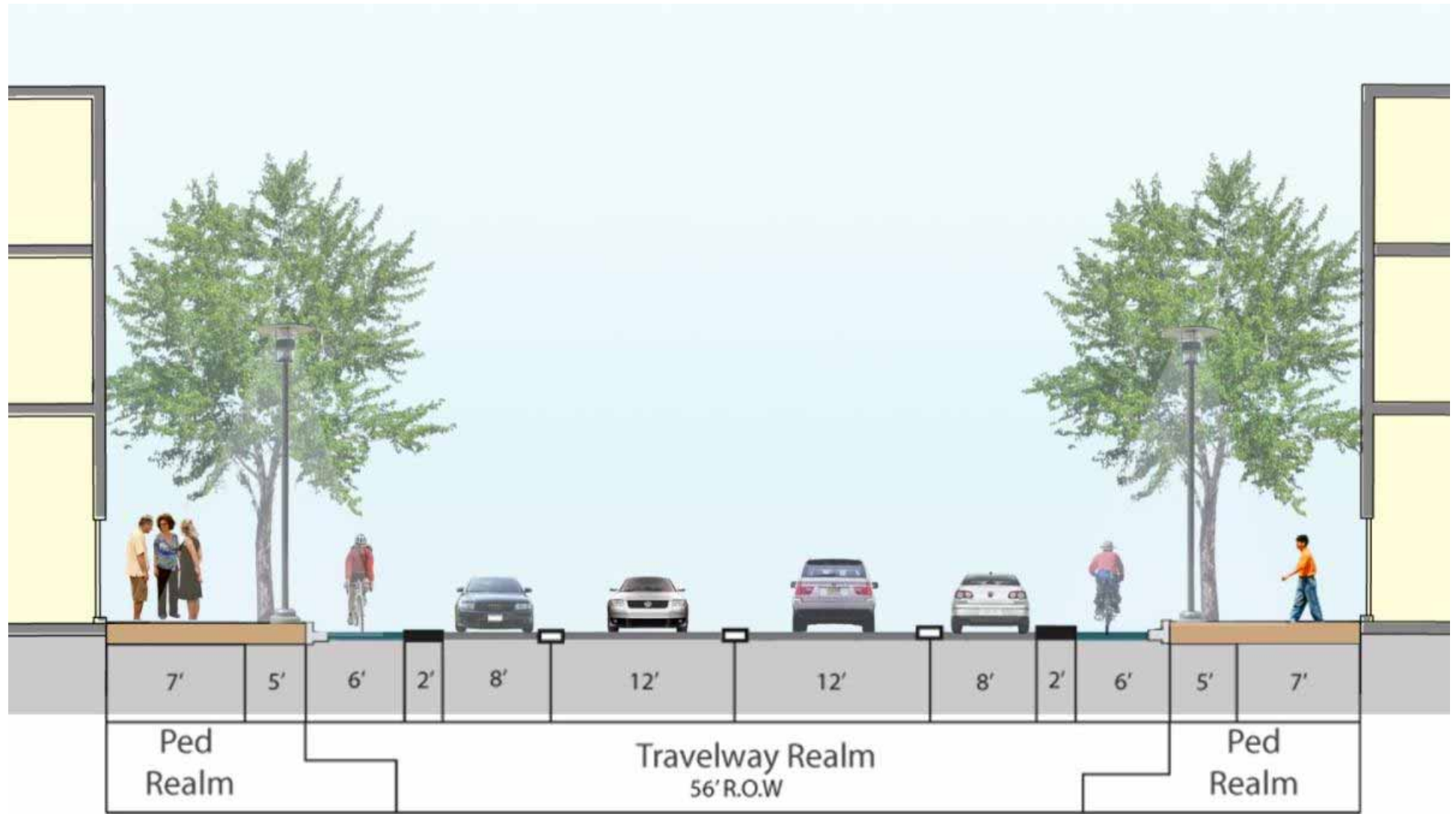
Section on Rusk

B3 Separated on-street bike lane pilot project

Rusk to Walker

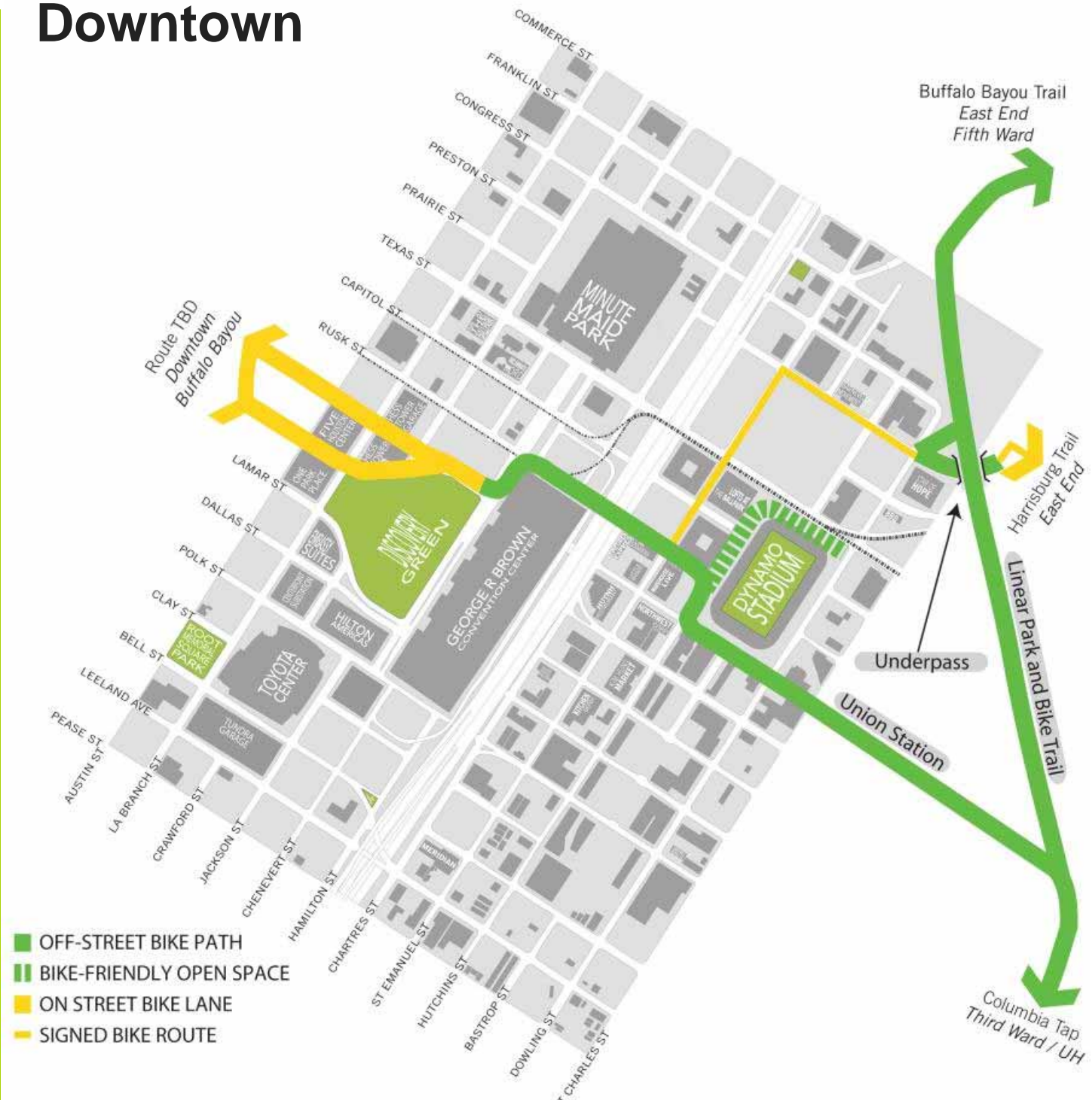


B3 Separated on-street bike lane pilot project



Section on Walker

Study major east-west bike route across Downtown



B5

Connect Columbia Tap to Buffalo Bayou

Build a new off-street bike path connecting the Columbia Tap to Buffalo Bayou, linking the Columbia Tap / Braes Bayou trail network to the Buffalo Bayou / White Oak Bayou / MKT network.



On-Street Bike Lane

On-Street Separated Bike Lane (Pilot Project)

Bike and Pedestrian Bridge

Linear Park with Bike and Pedestrian Trail

Existing Buffalo Bayou Trail system

Existing Columbia Tap Trail



B5 Connect Columbia Tap to Buffalo Bayou

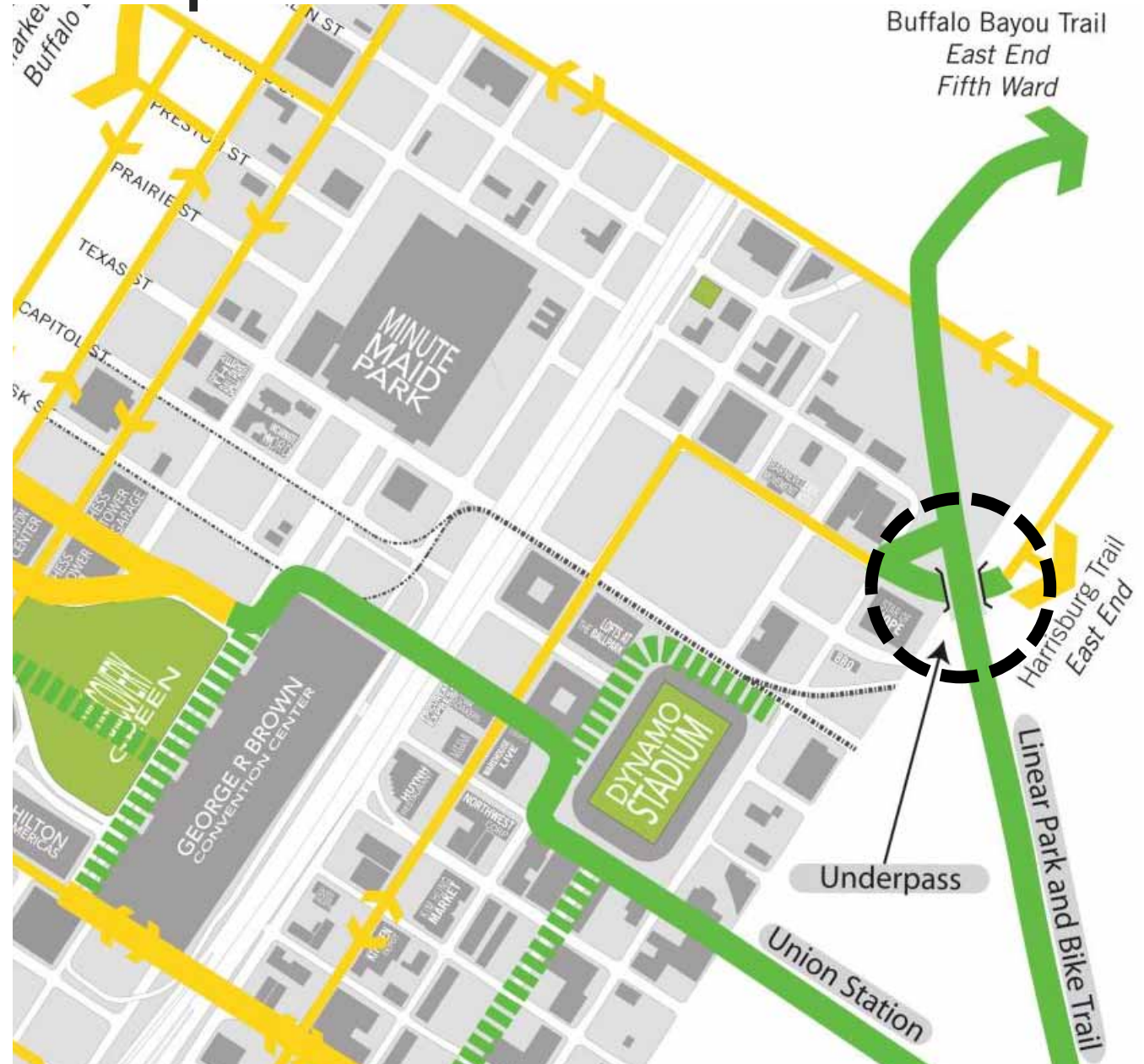


B6

Reopen the abandoned Preston underpass to carry bicyclists and pedestrians from Eado to the East End, linking the Harrisburg trail to the Columbia Tap, Buffalo Bayou, and Downtown.



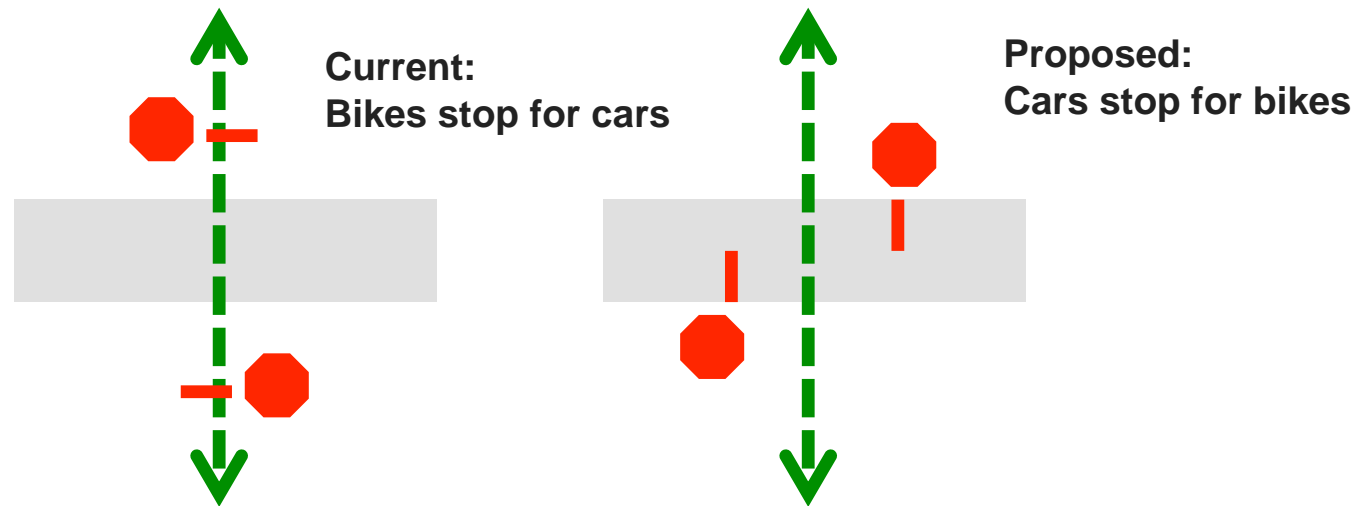
Provide pedestrian and bike linkage to East End by reopening Preston underpass



B7

Alter stop signs where local streets cross the Columbia Tap bike trail so that cars stop for bicyclists.

Rotate stop signs on Columbia Tap



B8

Provide bike racks at transit stations and major destinations

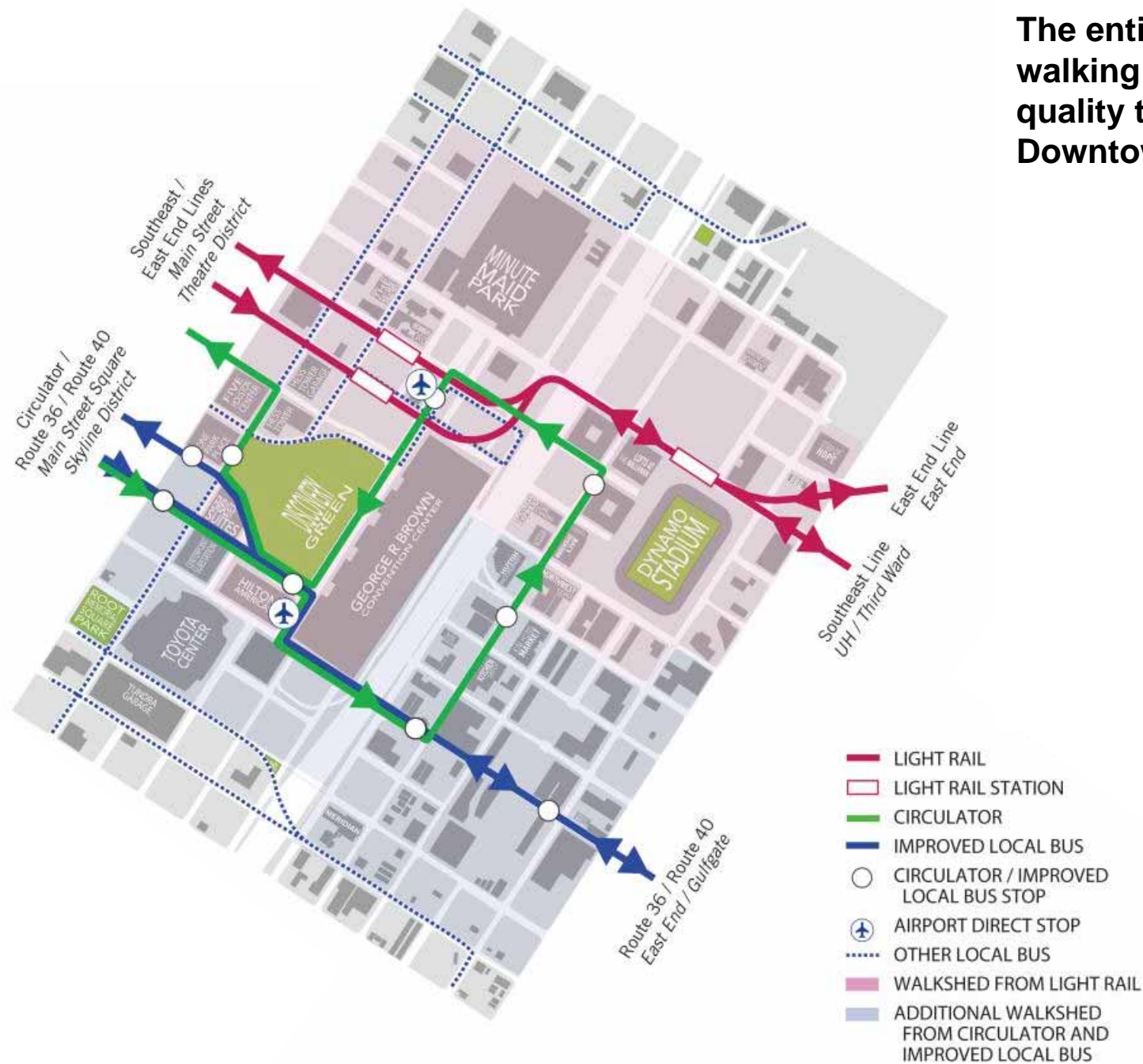
Install bike racks at light rail stations, major bus stops, event venues, retail/entertainment areas, and parks.

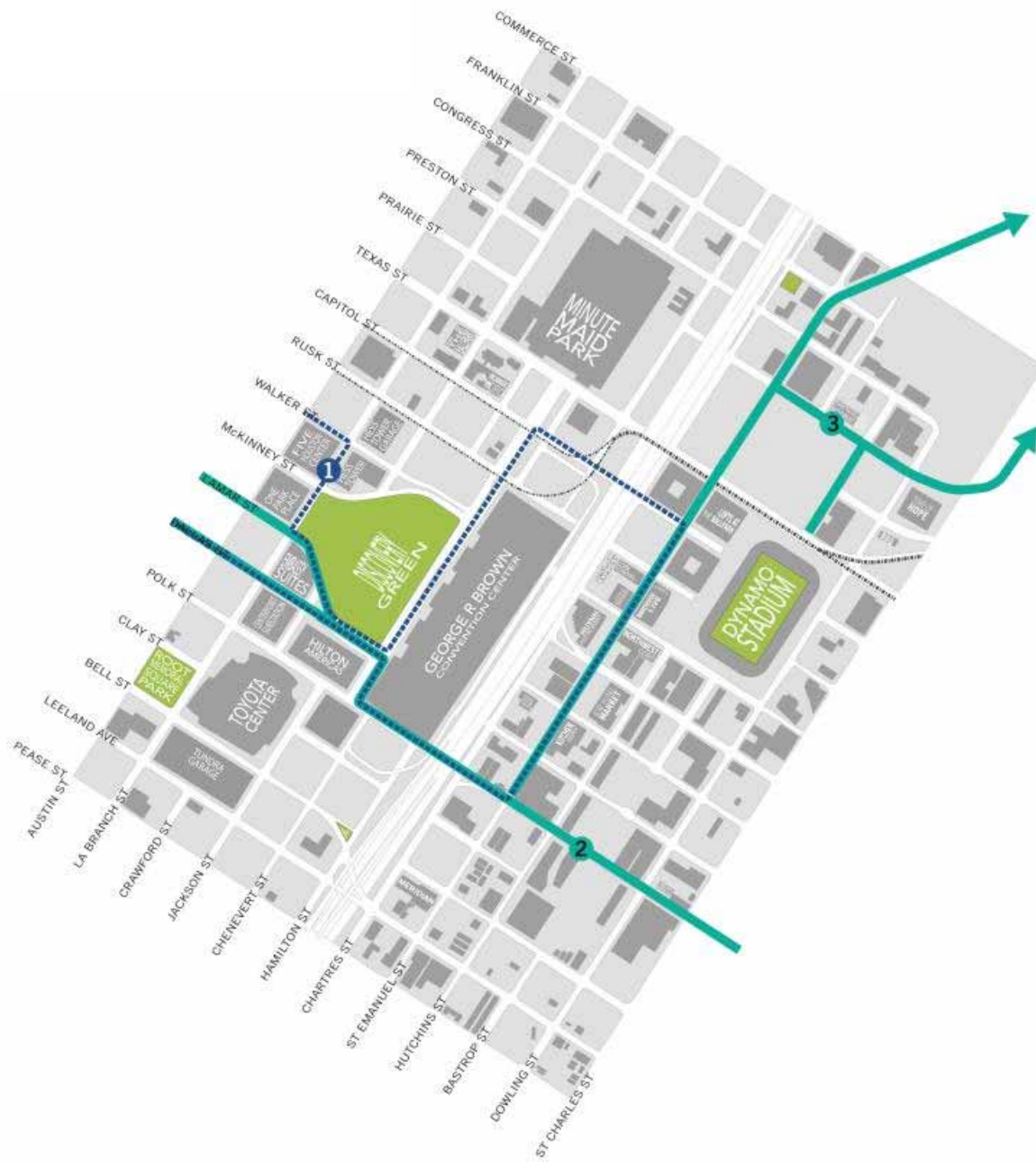




Transit Recommendations

The entire study area is within walking distance to high-quality transit service to Downtown



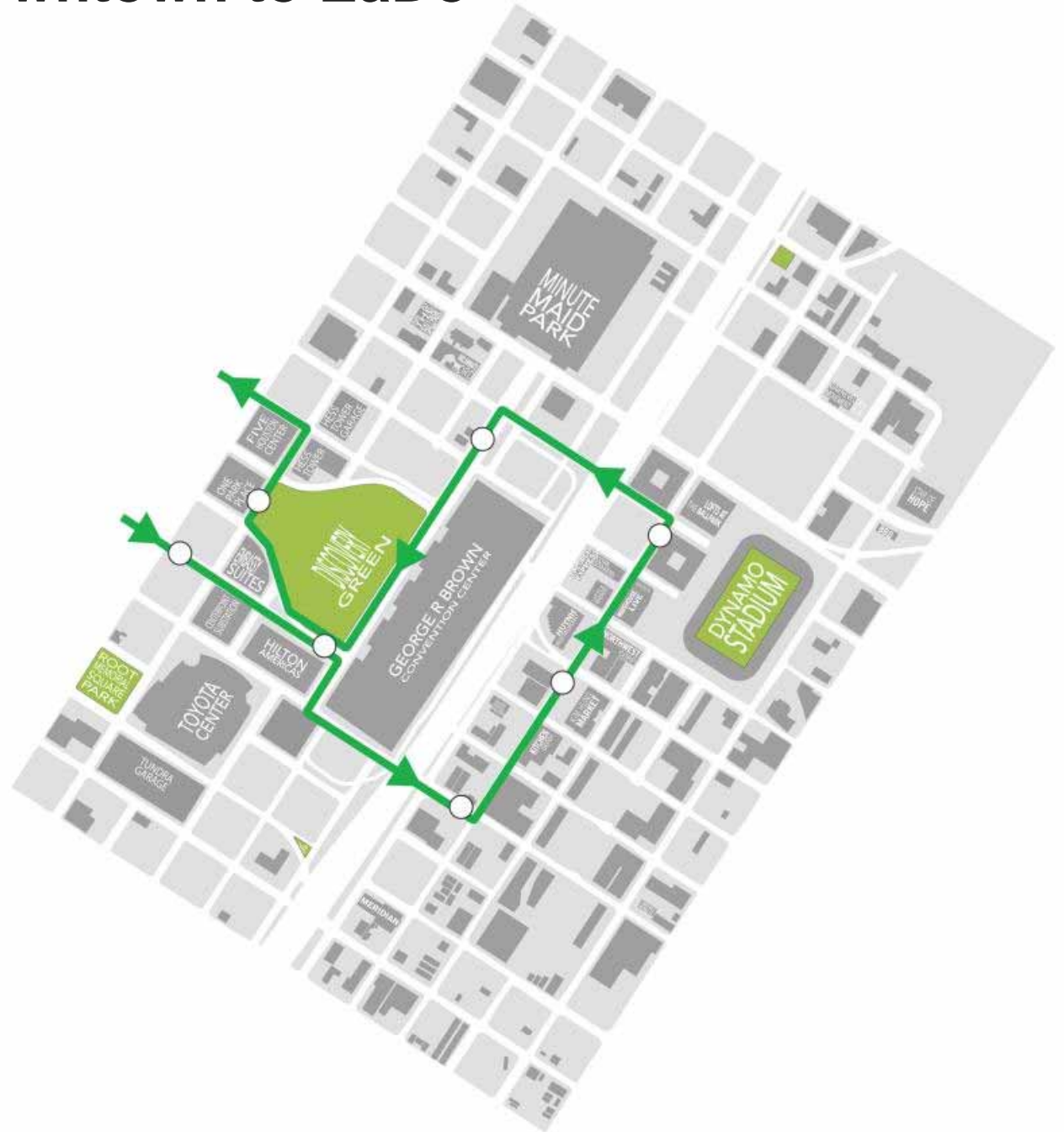


1. Create circulator service from Downtown to EaDo
2. Reroute local bus services onto Polk and market overlapping routes as high frequency services
3. East End streetcar

T1

Create circulator service from Downtown to St Emanuel Street utilizing Polk and Rusk as the primary transit corridors into EaDo.

Create circulator service from Downtown to EaDo

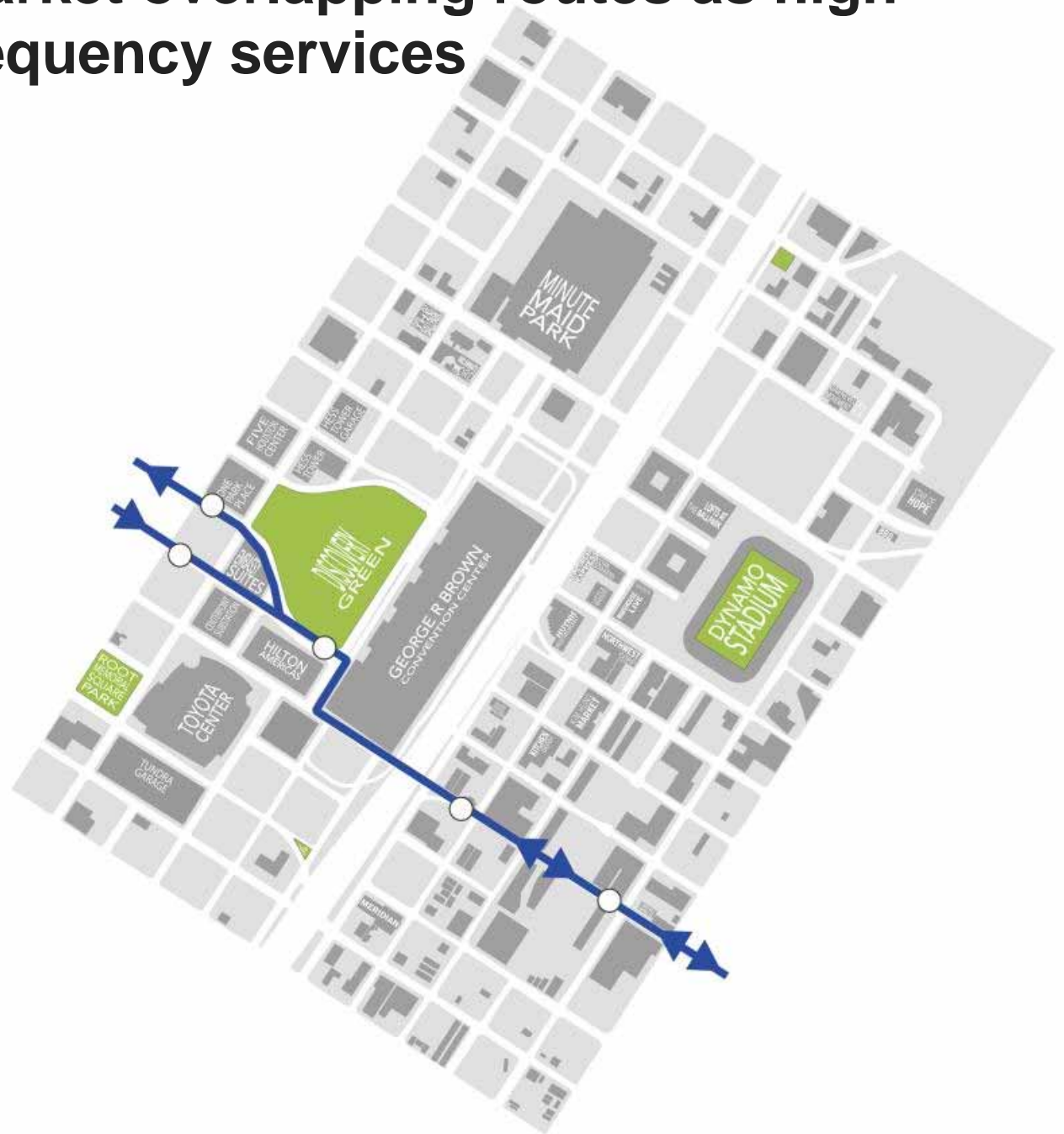


T2

Reroute the #36 and #40 buses onto Polk, creating a combined frequency of 7.5 minutes peak and 15 minutes off-peak; market combined service as a high frequency route connecting EaDo to Downtown.



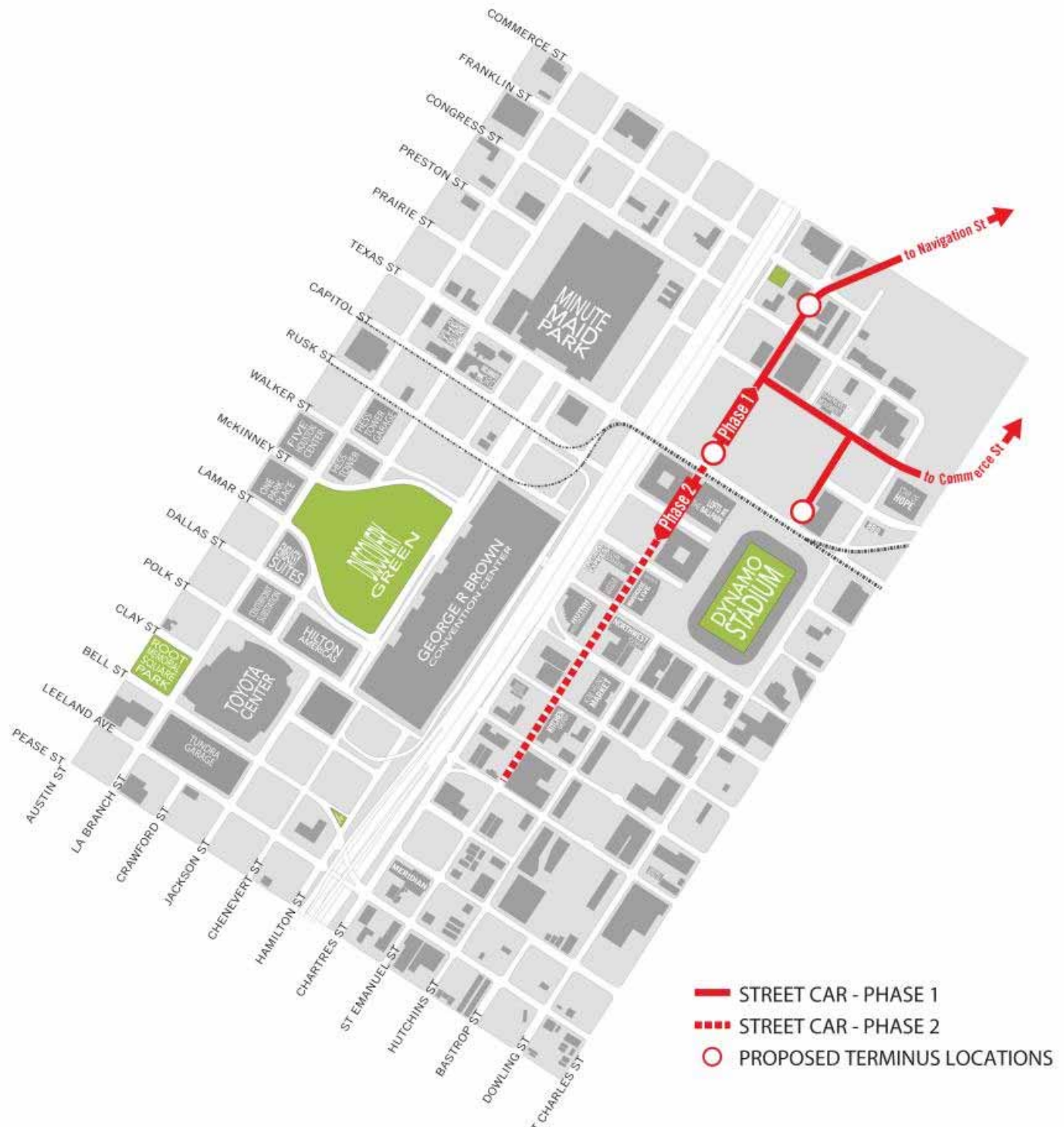
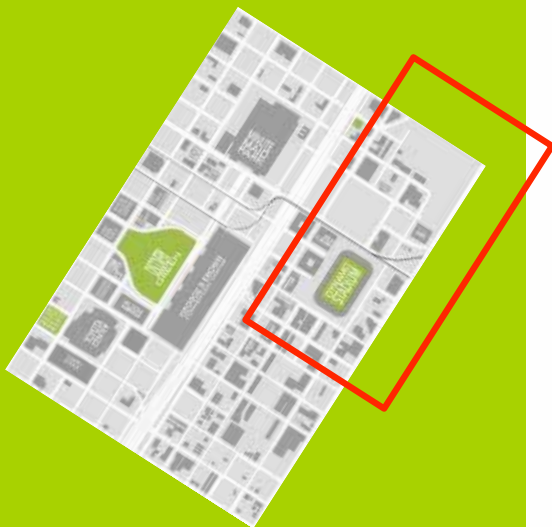
Reroute local bus service onto Polk and market overlapping routes as high frequency services

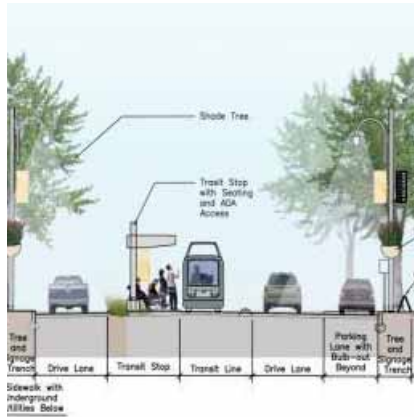


T3

East End streetcar

If the East End implements a streetcar, connect it to the Bastrop light rail station via either Bastrop or St. Emanuel. Consider a second phase extension down St. Emanuel.



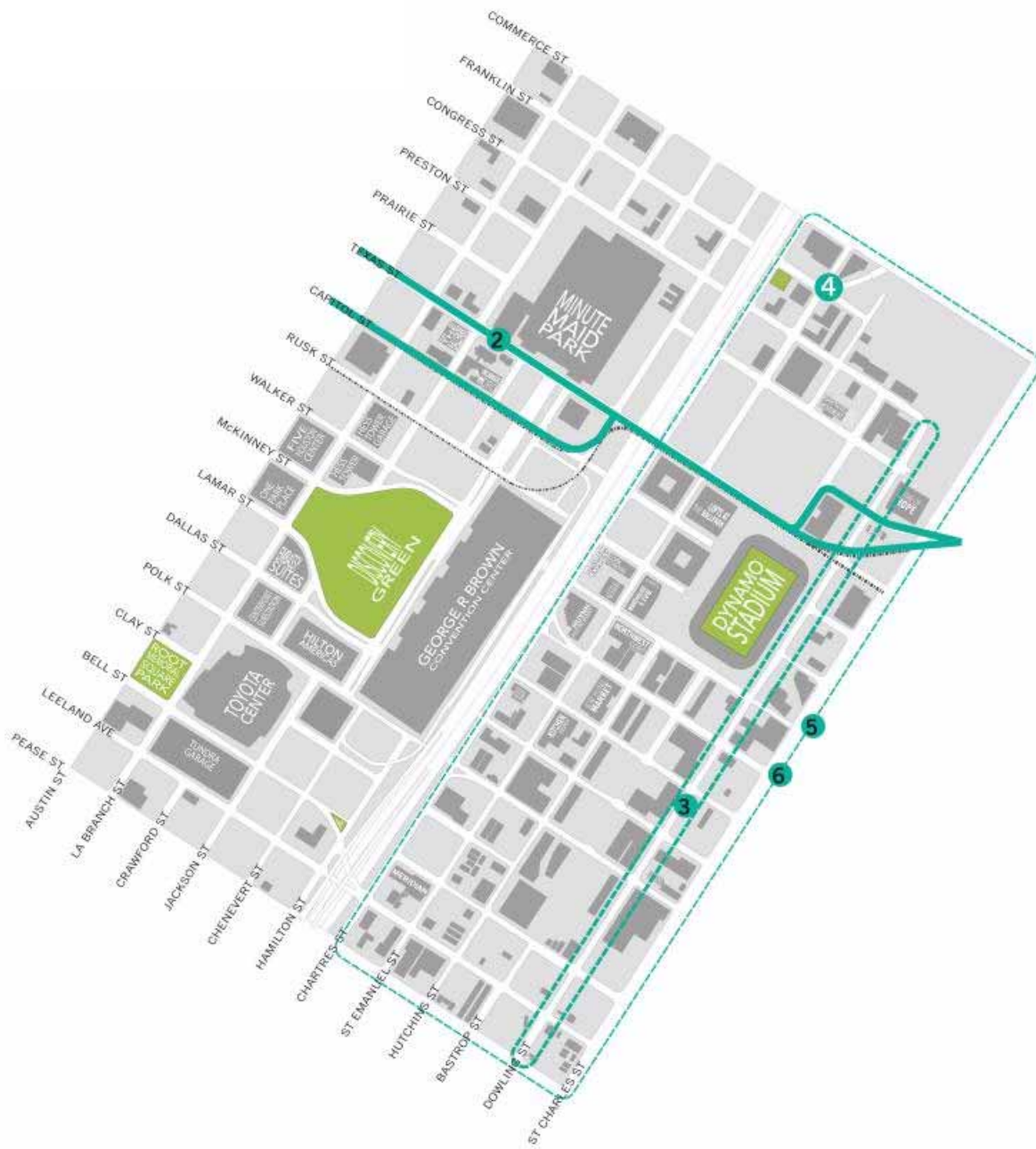


Traffic Recommendations

**Streets of different characters
guiding cars easily from east to
west and north to south**



TRAFFIC CIRCULATION VISION

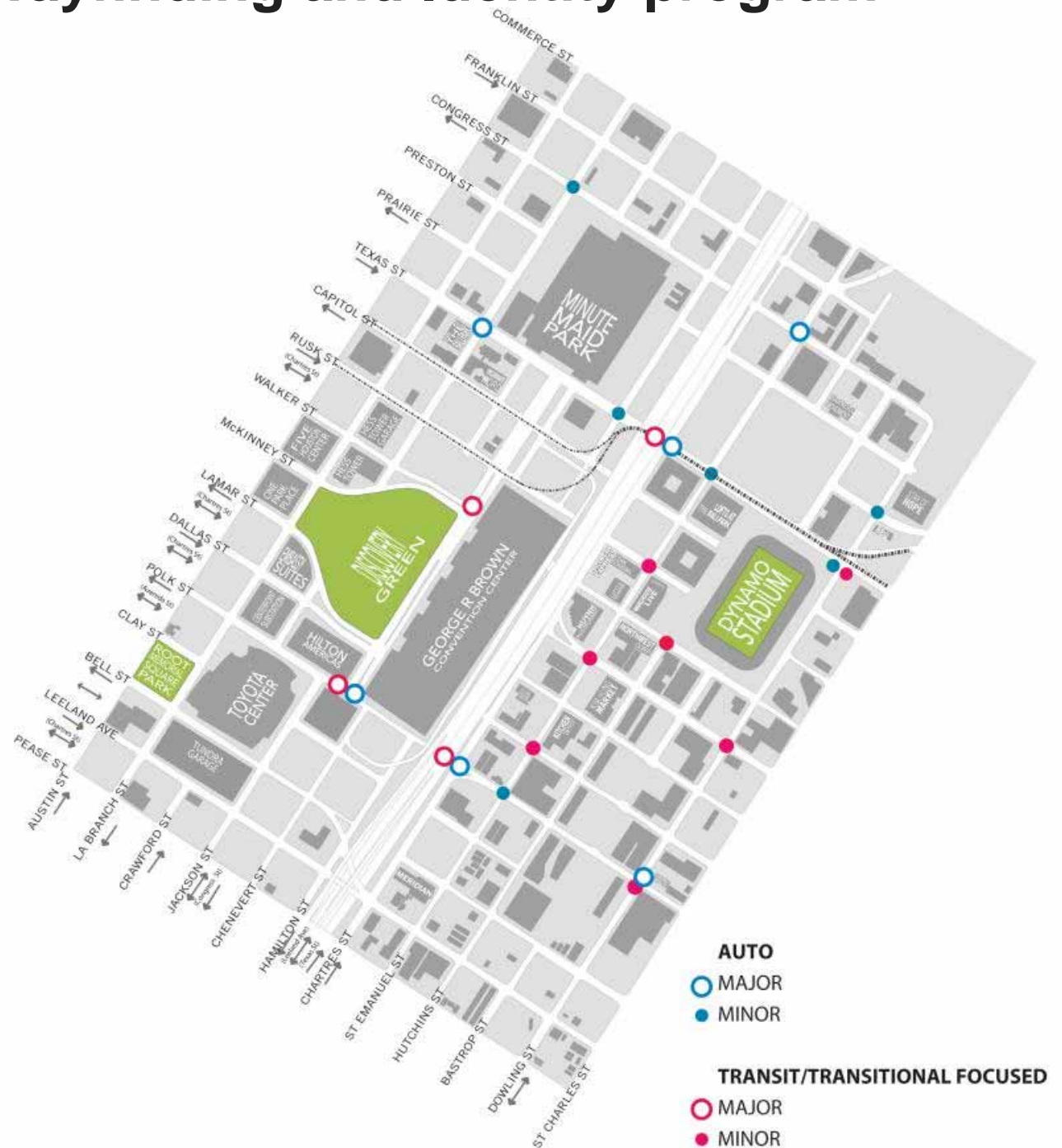


1. Wayfinding and identity program
2. Change Texas to 2-way configuration
3. Rebuild Dowling Street for increase vehicular movement
4. Add traffic signal at St Emanuel and Franklin St
5. Provide metered on-street parking in EaDo
6. Use new structured parking to provide shared parking for major venues

TR1

Provide a coherent, comprehensive wayfinding program in EaDo to guide motorists to their destinations. Use wayfinding and gateway elements to strengthen the identity of EaDo.

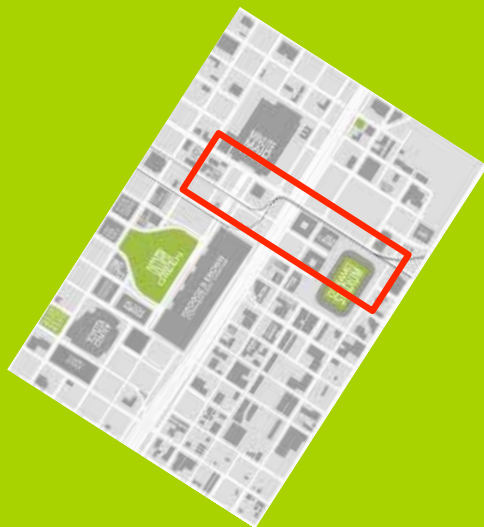
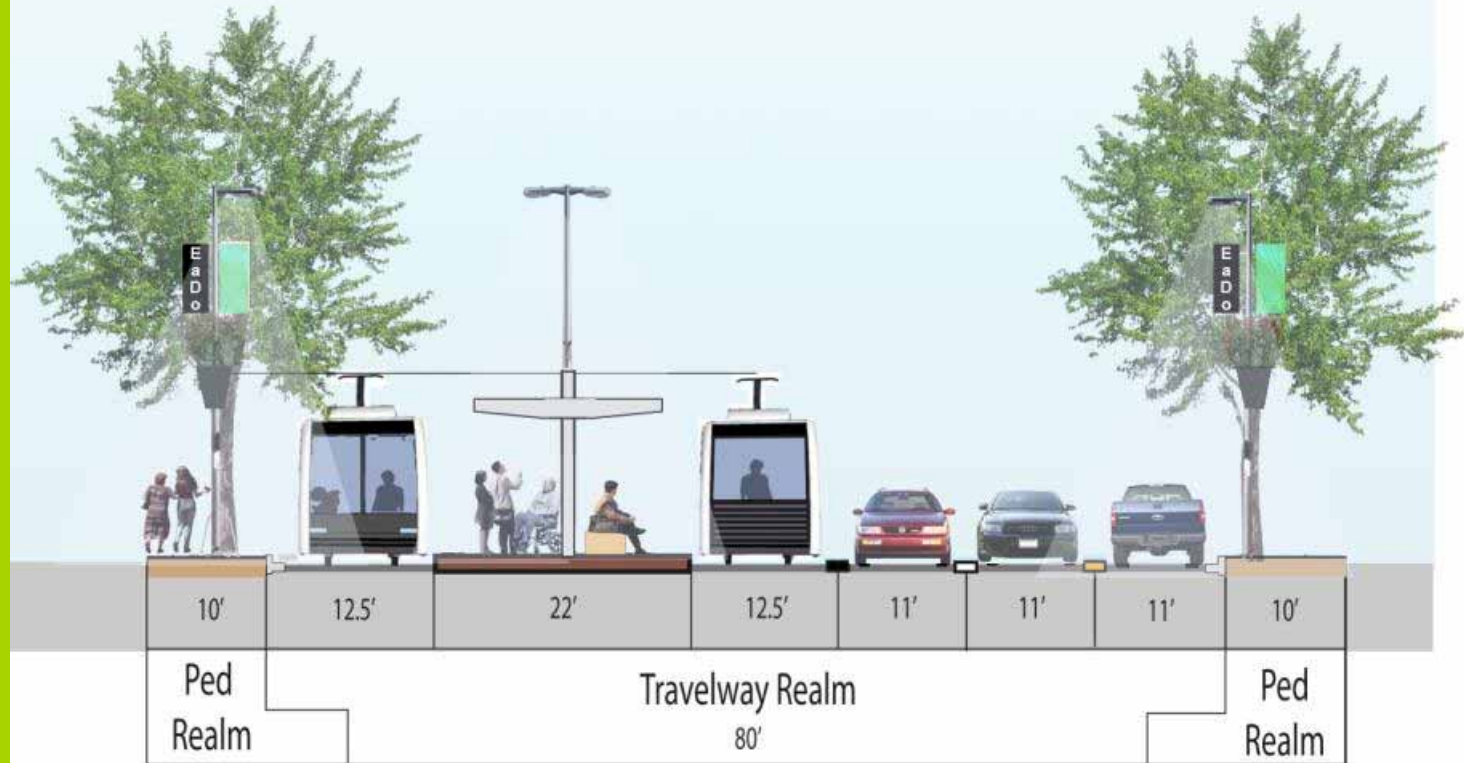
Wayfinding and Identity program



TR2

Convert Texas alongside the Dynamo stadium to carry two-way traffic. Link the two-way section Texas to Harrisburg on the east and to Texas/Capitol on the west.

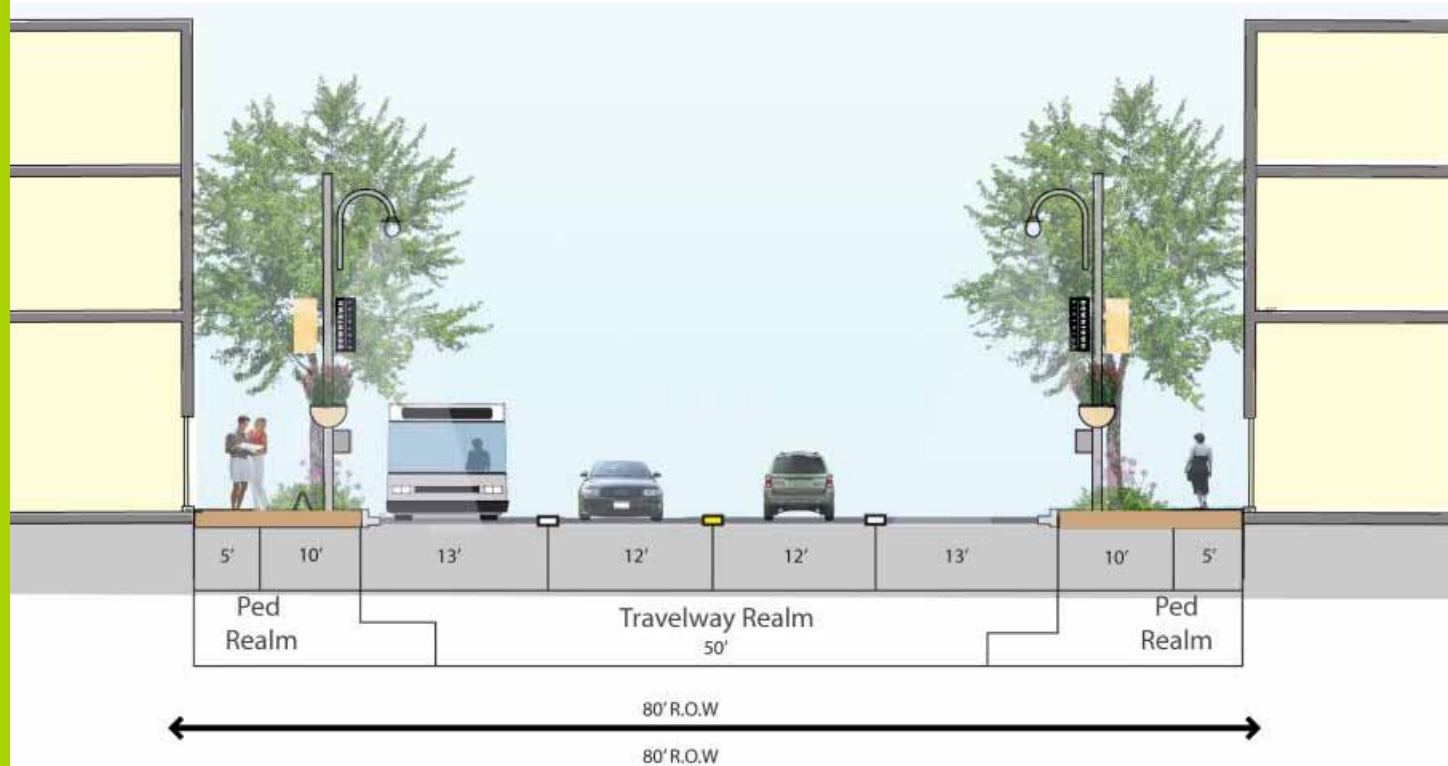
Change Texas to 2-way configuration



TR3

Rebuild Congress and Dowling to create a through route linking the Third Ward, EaDo, the East End and Downtown.

Rebuild Dowling Street for increased vehicular movement

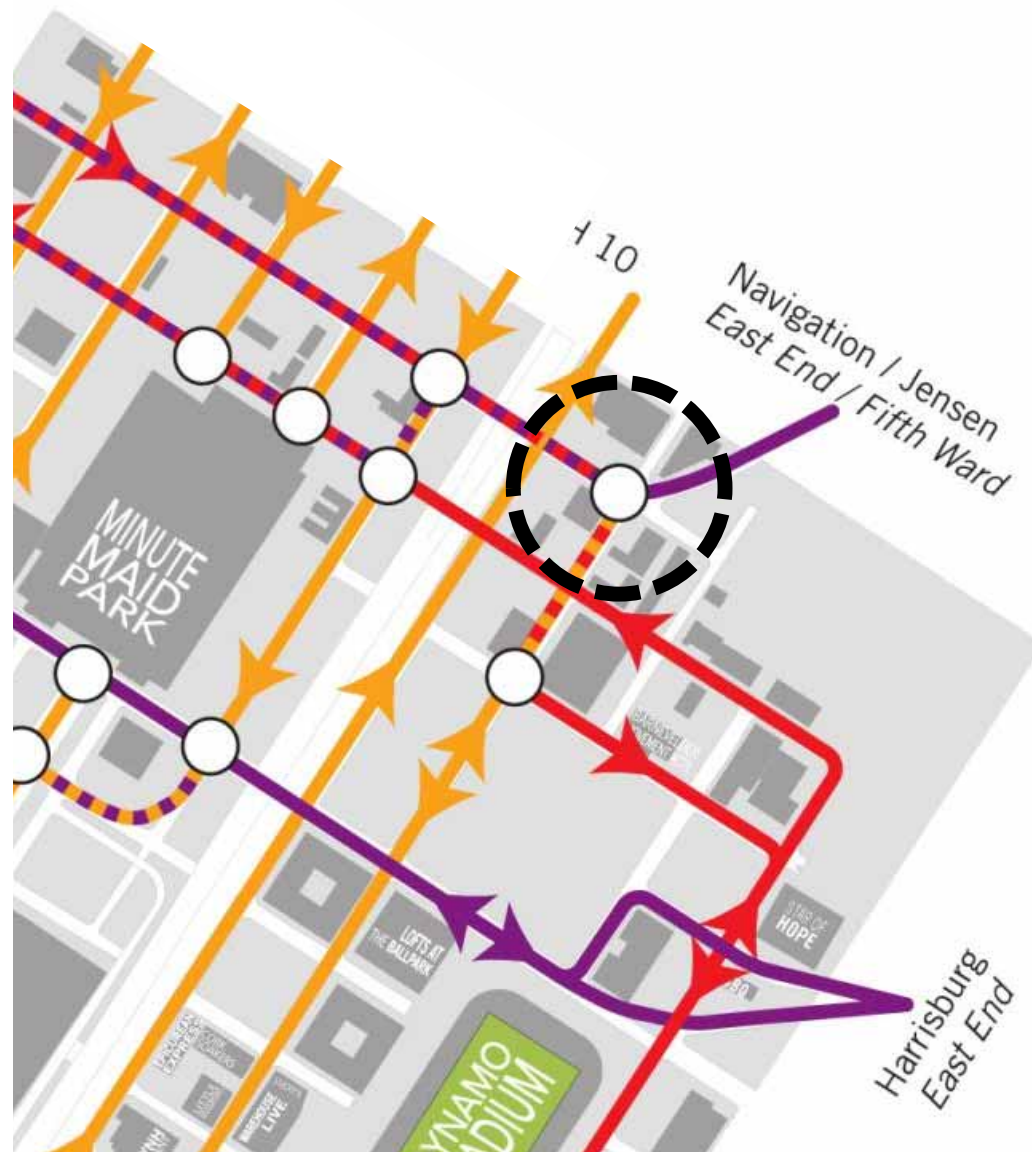


TR4

Add a traffic signal at St. Emanuel to link EaDo to the East End and enable better north-south connections.



Add traffic signal at St Emanuel and Franklin St



TR5

Provide on-street parking meters throughout EaDo.

Phase 1 parking meters will accommodate future uses including those generated by the Dynamo Stadium as well as existing establishments.

Phase 2 parking meters will support St Emanuel street and the Bastrop Promenade.



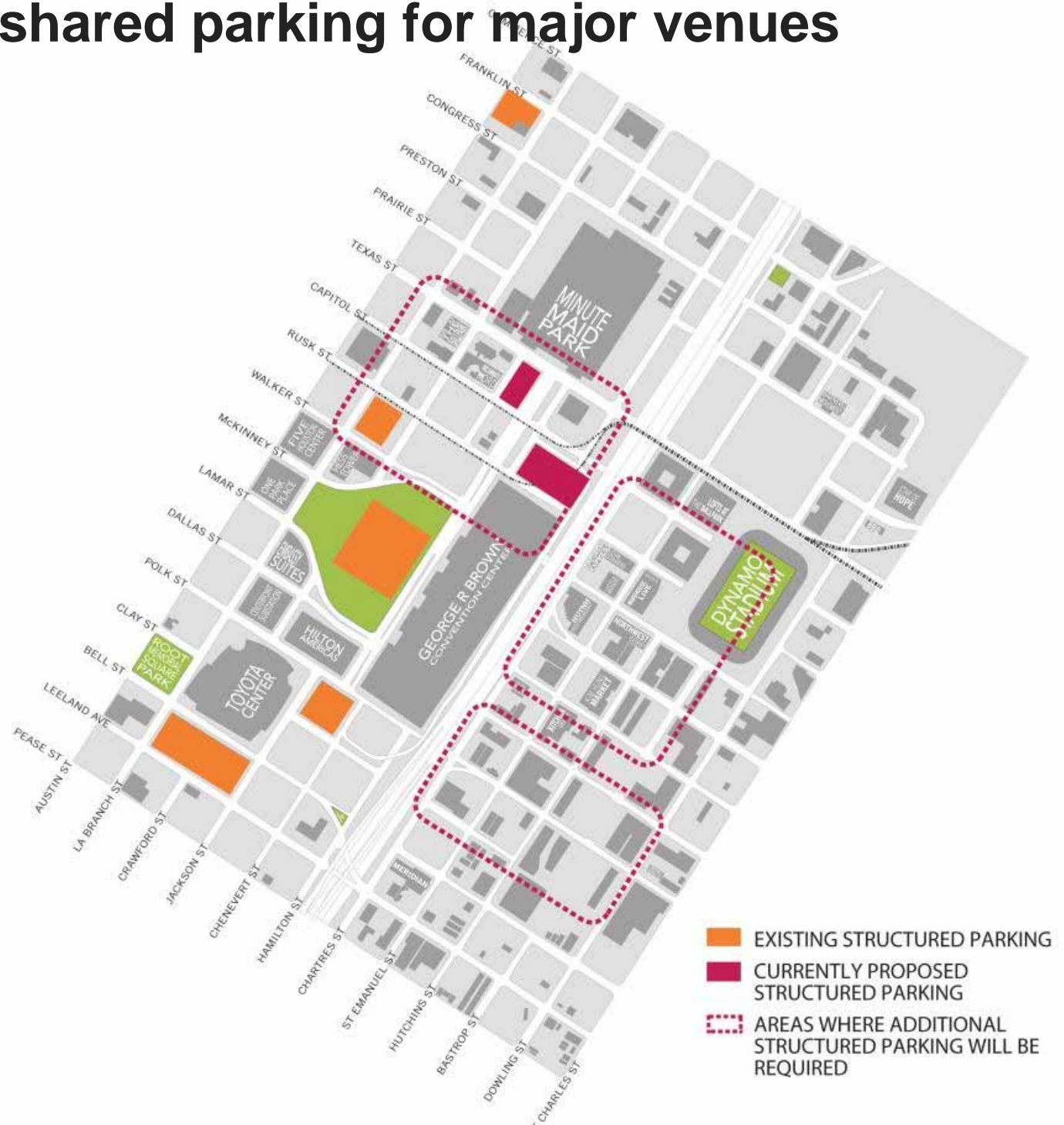
Provide metered on-street parking in EaDo



TR6

Implement Downtown Parking Task Force implementations to share structured parking among uses and make parking easier and less intimidating for visitors. Over time, add more structured parking to serve new uses and replace existing surface lots.

Use new structured parking to provide shared parking for major venues





What did we miss?